TAHOE REGIONAL PLANNING AGENCY (TRPA)
TAHOE METROPOLITAN PLANNING AGENCY (TMPO)
AND TRPA COMMITTEE MEETINGS

NOTICE IS HEREBY GIVEN that on **Wednesday**, **January 25, 2012,** commencing at **9:30 a.m. at the Tahoe Regional Planning Agency, Stateline, NV** the Governing Board of the Tahoe Regional Planning Agency will conduct its regular meeting. Also on **Thursday, January 26, 2012**, the Governing Board will hold committee meetings including **Local Government and Regional Plan Update Committees.** The agenda is attached hereto and made a part of this notice.

NOTICE IS FURTHER GIVEN that on **Wednesday, January 25, 2012,** commencing at **8:30 a.m**., at **the Tahoe Regional Planning Agency,** the **TRPA Legal Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Closed Session with Counsel to Discuss Existing and Potential Litigation; **3)** Potential Direction Regarding Agenda Item No.2; **4)** Member Comments; (Committee: Chair – Aldean, Vice Chair – Bresnick, McDermid, Santiago, Miller, Sher)

NOTICE IS FURTHER GIVEN that on **Wednesday, January 25, 2012,** commencing at **8:00 a.m**., at **the Tahoe Regional Planning Agency,** the **TRPA Operations Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Approval of Fiscal Year 2011 Financial Statements and Auditors Report; **(Page 1) 3)** Forfeiture of Abandoned Securities; **(Page 5) 4)** Release of $370,000 in SEZ Mitigation Funds to the City of South Lake Tahoe for the Upper Truckee River SEZ Restoration Project; **(Page 11) 5)** Acceptance of November 2011 Monthly Financials; **(Page 13)6)** Acceptance of December 2011 Monthly Financials; **(Page 37) 7)** Filing Fee Report; **8)** Quarterly Treasurer's Report; **9)** Status of Shorezone Expenditures and Budget; **10)** Member Comments; (Committee: Chair – Breternitz, Vice Chair – Cashman, Beyer, Reedy, Sevison)

NOTICE IS FURTHER GIVEN that on **Wednesday, January 25, 2012,** commencing at **noon**, at the **TRPA Offices,** the **TRPA Public Outreach/ Environmental Education Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Election of Vice Chair; **3)** Communications Update and Public Education Overview; **4)** Member Comments (Committee: Chair – Santiago, Vice Chair – Open, Aldean, Miller, Beyer, Reedy)

NOTICE IS FURTHER GIVEN that on **Tuesday, January 24, 2012,** and **Thursday, January 26, 2012,** commencing at **9:30 a.m. at the TRPA Offices,** the **TRPA Regional Plan Update Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2) Topics of Discussion:** Remaining Land Use, Community Design, Transportation and Introduction sections; Land Use Map; Conservation Element; Noise; and Natural Hazards; **3)** Members Comments; (Committee: Chair – Shute, Vice Chair – Reedy, Aldean, Fortier, Robinson, Sevison)

NOTICE IS FURTHER GIVEN that on **Thursday, January 26, 2012,** commencing at **8:30 a.m.,** at **TRPA Offices,** the **TRPA Local Government Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Discussion and Possible Approval of Action Summary Sheets from Previous Committee Meetings; **3)** Review, Discussion and Recommendation to the Regional Plan Update Committee on Draft Policy CD-2.1E, Signs. **4)** Presentation, Discussion and Possible Direction on Recommendations on Transition of Permitting Jurisdiction; **5)** Discussion and Possible Direction on Opportunities for Local Governments in the Tahoe Basin to Share Services and Collaborate on Items of Mutual Interest; **6)** Identification of Future Agenda Items; **7)** Members Comments;
(Committee: Chair – McDermid, Vice Chair –Fortier, Aldean, Breternitz, Santiago, Sevison)

January 18, 2012

Joanne S. Marchetta, Executive Director

This agenda has been posted at the TRPA office and at the following locations: North Tahoe Event Center in Kings Beach, CA, IVGID Office, Incline Village, NV, North Tahoe Chamber of Commerce, Tahoe City, CA, and South Shore Chamber of Commerce, Stateline, NV.

TAHOE REGIONAL PLANNING AGENCY	
GOVERNING BOARD	
TRPA Offices	January 25, 2012
Stateline, NV	9:30 a.m.

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments (3 minutes for individuals and 5 minutes for group representatives). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting.

"Teleconference locations for Board meetings are open to the public ONLY IF SPECIFICALLY MADE OPERATIONAL BEFORE THE MEETING by agenda notice and/or phone message referenced below."

In the event of hardship, TRPA Board members may participate in any meeting by teleconference. Teleconference means connected from a remote location by electronic means (audio or video). The public will be notified by telephone message at (775) 588-4547 no later than 6:30 a.m. PST on the day of the meeting if any member will be participating by teleconference and the location(s) of the member(s) participation. Unless otherwise noted, in California, the location is 175 Fulweiler Avenue, Conference Room A, Auburn, CA; and in Nevada the location is 901 South Stewart Street, Second Floor, Tahoe Hearing Room, Carson City, NV. If a location is made operational for a meeting, members of the public may attend and provide public comment at the remote location.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to attend the meeting. Please contact Judy Nikkel at (775) 589-5243 if you would like to attend the meeting and are in need of assistance.

AGENDA

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS – All comments may be limited by the Chair.

Any member of the public wishing to address the Governing Board on any item listed or not listed on the agenda including items on the Consent Calendar may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both. The Governing Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda.

IV. APPROVAL OF AGENDA

V. APPROVAL OF MINUTES

VI. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

	Item	**Action Requested**	**Page**
VII.	PLANNING MATTERS		
	A. Regional Transportation Overview	**Informational Only**	**Page 75**
	B. South Shore Visioning Presentation	**Informational Only**	**Page**
	C. 2011 Aquatic Invasive Species (AIS) Work Program Review – Accomplishments, Lessons Learned and Plans for the Future	**Informational Only**	**Page 77**
VIII.	PUBLIC HEARING		
	A. Review and Approval of Proposed 2012 Watercraft Inspection Fees	**Approval**	**Page 79**
IX.	REPORTS		
	A. Executive Director Status Report	**Informational Only**	**Page**
	B. General Counsel Status Report	**Informational Only**	

X. GOVERNING BOARD MEMBER REPORTS

XI. COMMITTEE REPORTS

A.	Legal Committee	**Report**
B.	Operations Committee	**Report**
C.	Public Outreach & Environmental Education Committee	**Report**
D.	Catastrophic Wildfire Committee	**Report**
E.	Local Government Committee	**Report**
F.	Regional Plan Update Committee	**Report**
G.	Governance Committee	**Report**

XII. PUBLIC COMMENT

XIII. ADJOURNMENT

TRPA CONSENT CALENDAR

Item		Action Requested	
1.	Approval of Fiscal Year 2011 Financial Statements and Auditors Report	**Approval**	**Page 1**
2.	Forfeiture of Abandoned Securities	**Approval**	**Page 5**
3.	Release of $370,000 in SEZ Mitigation Funds to the City of South Lake Tahoe for the Upper Truckee River SEZ Restoration Project	**Approval**	**Page 11**
4.	Acceptance of November 2011 Monthly Financials	**Acceptance**	**Page 13**
5.	Acceptance of December 2011 Monthly Financials	**Acceptance**	**Page 37**
6.	Approval of the Charter for the Board Governance Committee	**Approval**	**Page 61**
7.	Approval of the California Tahoe Conservancy's Lower Blackwood Creek Restoration Project, Placer County, EIP No. 2008-0039	**Approval**	**Page 63**

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will be removed from the calendar at the request of any member of the public and taken up

separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category.

Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows:

(1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings, adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members: Steve Robinson, Nevada Dept. of Conservation & Natural Resources Representative; Chair, Norma Santiago, El Dorado County Supervisor; Mara Bresnick, California Assembly Speaker's Appointee; Vice-Chair, Shelly Aldean, Carson City Supervisor; John Breternitz, Washoe County Commissioner; Larry Sevison, Placer County Supervisor Representative; Nancy McDermid, Douglas County Commissioner; E. Clement Shute, Jr., California Governor's Appointee; Casey Beyer, California Governor's Appointee; Ross Miller, Nevada Secretary of State; Robin Reedy, Nevada Governor's Appointee; Timothy Cashman, Nevada At-Large Member; Byron Sher, California Senate Rules Committee Appointee; Claire Fortier, City of South Lake Tahoe Council; Open, Presidential Appointee.

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

Granlibakken
Tahoe City, CA

December 14, 2011

REGULAR MEETING MINUTES

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Governing Board Chair Ms. Santiago called the meeting to order at 9:30 a.m.

Members Present:

Ms. Aldean, Mr. Beyer, Ms. Bresnick, Mr. Breternitz, Mr. Cashman, Ms. McDermid, Ms. Fortier, Mr. High for Mr. Miller, Ms. Reedy, Mr. Robinson, Ms. Santiago, Mr. Sevison, Mr. Sher, Mr. Shute

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

None

IV. APPROVAL OF AGENDA

Mr. Breternitz moved approval.
Motion carried unanimously.

V. APPROVAL OF MINUTES

Ms. McDermid moved approval of the October minutes with amendments.
Mr. Beyer abstained.
Motion carried.

Ms. Aldean moved approval of the November minutes with amendments.
Ms. Bresnick abstained.
Motion carried.

VI. TRPA CONSENT CALENDAR (see TRPA Consent Calendar agenda below, for specific items)

1. Approval of Appointment of the Agency Treasurer and Appointments to the TRPA Investment Committee
2. Adoption and Approval of the Supporting Resolution for the Fiscal Year 2012 Federal Transit Administration Section 5311 Program of Projects for the California Portion of the Tahoe Region
3. Approval of Regional Plan Update Committee Membership Change

Ms. McDermid moved approval.
Motion carried unanimously.

VII. PUBLIC HEARING

A. Technical Adequacy and Certification of the Final EIR/EIS, Adoption of the Proposed Amendments to Chapter II and VII of the TRPA Goals and Policies, Amendment to TRPA Plan Area Statements 157, 158 and 159, Amendments to TRPA Code Chapter 22 (Height Standards), Chapter 33 (Allocation of Development), Chapter 35 (Bonus Unit Incentive Program) and Chapter 64 (Grading Standards), Adoption of Ski Area Master Plan as an Amendment to the Regional Plan, and a Finding of the Proposed Homewood Mountain Resort Ski Area Master Plan Project's Consistency with the Final EIR/EIS and Compliance with the Community Enhancement Program, 5154 West Lake Boulevard, Placer, County, California, Assessor's Parcel Numbers (APN) 097-130-05 TRPA File Number ENVR2008-0002

Ms. Marchetta introduced this milestone project that has been under consideration since about 2007. The update of the Homewood Mountain Resort Ski Area Master Plan and its associated project is proposing to revitalize a ski area in the style of the former Tahoe Tavern, but on up-to-date terms. This if approved will allow change and put long needed environmental gain on the ground, as well as delivering much needed economic revitalization to the Basin.

Mr. Landry presented today's agenda for the Homewood Mountain Resort Ski Area Master Plan CEP project. We are asking for the Board to approve the technical adequacy of the Final Environmental Impact Statement. We are also asking the Board to approve amendments to the Goals & Policies, Chapter 2 and 7, TRPA Plan Area Statements 157, 158 and 159, adoption of amendments to the TRPA Code of Ordinances, Chapter 22, 33, 35 and 64, and adoption of the multi-phase ski area master plan, as an amendment to the Regional Plan. A finding of the proposed Phase I project as conditioned in the draft permit, is consistent with the final EIS and in compliance with the Community Enhancement Program (CEP).

Mr. Chapman presented details of the proposed project and the future of Homewood.

Mr. Landry had available a binder with all public comments received.

Mr. Breuck, Hauge Breuck Associates presented a summary of alternatives that were analyzed in the EIS.

Board Comments & Questions:

Mr. Sher disclosed his ex parte communications. He asked about the precedent of changes being proposed for the Regional Plan and Code amendments. There were several changes that the Board is being asked to vote on that are general and those were the changes in the Regional Plan on Goals & Policies Chapter 2 & 7 as well as, changes to Chapter 33 and 35 relating to TAUs. Since most of the changes are specific and limited to this project, there has been concern about why these other changes are generally applicable. Do they have to be?

Mr. Breuck said there are four places requiring amendments to allow TAUs. Both existing TAUs that were restored in one place and transferred to another and bonus TAUs that come from TRPA's bonus pool. In order to use them in the Homewood Master Plan site, the Code and the Goals & Policies need to be amended. This would allow them to be transferred into a ski area master plan. Right now you can only transfer these into a Community Plan, which the Homewood project area is not.

Mr. Sher asked why these changes are not specific to Homewood, just as we have done for the height amendment and other Code amendments. Why generalize these and use this project as the springboard for making changes of general application?

Ms. Marchetta said in the past, we have had significant opposition to spot zoning. That is where you write an amendment for a specific project. In this instance, where the amendment can't apply to any other area in the Basin, until there is further projects proposed and you have public review for other changes to the Regional Plan, we brought forward this amendment because it is only applicable in this ski area and at this site.

Mr. Sher asked about coverage on the base area and if the coverage has been reduced because of the retirement of the old roads on the mountain.

Mr. Breuck said on the upper mountain area there is currently existing over a million square feet of dirt roadways. The project does increase the amount of existing coverage in those base areas. In order to make this increase happen, Homewood is proposing to relocate land coverage within the project area and not transfer in from outside of the project area. Coverage will be removed from one location to another. The relocated coverage comes from the upper mountain where Homewood is committed to a 500,000 square foot reduction in coverage of these dirt roadways.

Mr. Sher asked if the roads higher up on the mountain will be required to be restored in such a way that they are permeable and will naturally filter water.

Mr. Breuck said yes.

Mr. Sher asked if vehicles miles traveled generated by this project were analyzed.

Mr. Breuck said the climate change analysis looked at the impacts of all components of the project, including trip generation, building construction and operation of the buildings. He introduced Shannon Hatcher who conducted the analysis.

Mr. Hatcher, representing ICF Consultants said currently there is a Regional Transportation Plan that is being updated and the SCS, which is a requirement of SB 375, is in the process of being adopted. The project should be consistent with SCS, which is the overall requirement of the RTP for insuring that SB375 requirements are met. The VMT data shows no net increase.

Mr. Breuck said they did a worse case analysis in the EIR/EIS and did not try to change our conclusions based on these memos about air quality or traffic impacts. They are still being mitigated as proposed in the EIR/EIS and the trip increases are still being mitigated with air quality impact fees, which make this a conservative analysis.

Mr. Hatcher said the goal of SB375 is to insure that land use and transportation planning is consistent.

Ms. Marchetta said we recognize when we bring forward the analysis of the Regional Plan as a whole, we will have to include enough mitigation for greenhouse gas emissions to meet the SB375 targets. It will take into account the disclosed impact of the increase of greenhouse gas emissions, as a result of this project. This will become part of our baseline on which we will then have to reduce.

Mr. Sher said with the recent court discussion on Shorezone, he asked whether the analysis looked at the Thresholds in the context of the standard that was enunciated in that Federal Court decision. Some have argued that the Regional Plan Update has to meet the tests before we can approve this project. He asked whether the analysis done looked at them in terms of achieving and maintaining Thresholds.

Mr. Marshall said yes. The proposed Code amendments and the Regional Plan amendments that we are concerned about related to Judge Carlton's decision in the Shorezone case is based on how we make our findings. There is a large slate of findings in your packet that relate to whether or not the Regional Plan, as amended, will achieve and maintain the designated Thresholds. This is the standard that we applied.

Mr. Sher asked for clarification on Alternative 6. In the materials there are disagreements among the consultants and TRPA staff on Alternative 6. The consultants concluded that Alternative 6 was feasible. TRPA staff is recommending that we reject Alternative 6 as not feasible. Is there an opportunity for a Board member to ask for a Board vote on Alternative 6, by way of motion?

Mr. Breuck said Alternative 6 was developed with our assistance as the consultant, but we didn't do any economic analysis to define it. We were looking at the location or proposed uses, trying to get a reduction to study. Homewood said they didn't believe it was feasible, but TRPA and Placer County chose to study it nonetheless, to see if it would reduce any of the physical impacts generated by the proposed project. We did say it was the environmentally preferable alternative, because while it had the same impacts of the proposed project, some of those impacts were slightly reduced because of the 15% reduction in the total number of units.

Mr. Marshall said the consultant and TRPA staff didn't arrive at different conclusions regarding the feasibility of Alternatives. Staff is recommending Alternative 6 not be found feasible because of economic considerations.

Mr. Landry presented the Regional Plan Update & Community Enhancement Program compliance explanation.

Mr. Shute disclosed his ex parte communications. He said the EIS concludes that the traffic at Fanny Bridge is significant and unavoidable. Does this conclusion still hold for just Phase I?

Mr. Breuck said yes it does. It is an existing condition that is worsened by any additional development at Homewood.

Mr. Shute asked why the height amendment was for height only and not how the measurement of height is made.

Mr. Breuck said it was supported because that is the way Placer County does it in other locations and this is a joint Placer County/TRPA document.

Mr. Shute asked what kind of conditions are in place to make sure it stays pervious over 20 or 50 years?

Mr. Breuck said they treated the hard coverage areas as land coverage in the analysis and generating stormwater runoff as if they were land coverage. We analyzed these as if they would clog in the future, because of that potential. The monitoring programs that are in the document require monitoring of all the stormwater systems, which would include these low impact developments.

Mr. Shute said when you calculated this pervious surface as hard coverage you also gave some credit to it, because it might allow some infiltration. How did you calculate the TMDL reductions? Do you count this as functioning or not functioning?

Ms. Green, representing Hague/Breuck said they calculated it for the stormwater runoff volumes, assuming that those pervious surfaces infiltrated no water. For the CEP over

and above credits, they looked at those studies to show properly maintained pervious surfaces to maintain 78-90% of a normal storm. We credited this at 50% to be conservative.

Mr. High disclosed his ex parte communications and those of Secretary Miller. He asked for clarification regarding the Highway 89 bypass and the relationship between JMA and Placer County working on this bypass mitigation. How will funding be secured and will it be guaranteed?

Mr. Chapman said Fanny Bridge is on a list of structurally inadequate structures that must be replaced. The original schedule for this project is currently 2014. TRPA in conjunction with the transportation agencies in the Basin started looking at this several years ago. After much public input, they came up with 5 alternatives. All alternatives contemplated the construction of a bypass that would bypass Fanny Bridge entirely. Depending on the amenities that are developed in conjunction with the bypass, this could cost $6-7 million dollars or if they build all the amenities, $40-50 million dollars. The California congressional delegation has put this on their priority list to obtain Federal funding to construct the bypass as close as possible to the 2014 date.

Ms. Bresnick disclosed her ex parte communications. Are the IFC and Fehr & Peers memos additional documents to which were referred?

Mr. Breuck said yes.

Ms. Bresnick asked if there was anything more recent regarding the issue of transfer of TAUs/ERUs.

Mr. Breuck said no.

Ms. Bresnick asked for clarification on TAUs and what is being required or what is necessary for Phase I. How many TAUs does JMA currently have? How many are needed for future Phases? Even though we are not approving any future phases, we will be approving this master plan and all of the TAUs that are necessary to complete the project in total.

Mr. Breuck said Homewood owns 139 TAUs associated with the Tahoe Inn and 13 that are banked, associated with another North Shore tourist accommodation project. 152 TAUs is what Homewood currently owns. Some of those are currently in operation and about 90 of the Tahoe Inn TAUs are still in use. Up to 139 were banked and the site was restored. What they need for the project is 135 TAUs, if they build it out the way it is described in the environmental document. They need 66 ERUs for Phase I. They currently have 76 development rights available. 50 of these development rights will come from transferring 50 of the TAUs from the Tahoe Inn on low capability land into ERUs as part of this proposal.

Ms. Bresnick wanted to make sure there is sufficient coverage on the site to restore the 500,000 square feet, even accounting for the coverage that is no longer being counted because of some of the roads.

Mr. Landry said the applicant has gone back and reevaluated where they have either verified that there is the potential for removal of coverage or they have identified where coverage has actually been verified in previous years. They have discounted the amount that was identified as not having been in existence in 1972. The map that was presented today has identified those road segments that they could use for potential retirement.

Ms. Aldean disclosed her ex parte communications. She said with the transfer in of TAUs to accommodate this project, she understood from Mr. Chapman's testimony that there is a discrepancy currently because the Plan Area actually provides for a hotel as a permissible use. But if you can't transfer in the TAUs, it renders that mute. So this is in part, an effort to correct a discrepancy in our current Code, is that correct?

Ms. Marchetta said yes.

Ms. Aldean said it has been suggested that as a result of snow making at Homewood, there has been a diminishment in the availability of water to surrounding users. She asked for clarification on this issue.

Mr. Chapman said that this is not correct. They contacted the Madden Creek Water Company and received a letter from the General Manager certifying that the problem had nothing to do with snow making. It was failure of a float pump that pumps water out of their well.

Mr. Cashman said he had no ex parte communications.

Mr. Sevison disclosed his ex parte communications.

Ms. Fortier had no ex parte communications.

Mr. Beyer disclosed his ex parte communications.

Ms. Reedy disclosed her ex parte communications.

Ms. McDermid disclosed her ex parte communications.

Ms. Santiago disclosed her ex parte communications.

Mr. Breternitz said he had no ex parte communications.

Mr. Robinson disclosed his ex parte communications.

Mr. Sevison disclosed his ex parte communications.

Mr. Sevison asked if there are any scenic improvements to Homewood.

Mr. Breuck said there is an improvement to the roadway unit rating along Highway 89, but they concluded no improvement up or down for the shoreline unit viewed from out in Lake Tahoe.

Ms. Bresnick moved to go into closed session.
Motion carried unanimously.

Ms. Bresnick moved to go into open session.
Motion carried unanimously.

Public Comments:

Michael Lozeau, representing Friends of the West Shore and the Sierra Club had four issues which were a smaller version of the project, challenge of the findings, achievement of the water quality threshold and coverage issues.

Vick Brochard supports a smaller project.

Barbara Brochard supports a smaller project.

Steve Toschi doesn't support the project.

Sia Khosrovi doesn't support the project.

Keith Batory supports a smaller the project.

Claudia Williams doesn't support the project.

Stewart Williams doesn't support the project.

Mason Overstreet supports a smaller the project.

Susan Smith supports a smaller the project.

Ron Grassi supports a smaller the project.

Ellie Waller supports a smaller the project.

Walt MacKenzie doesn't support the project.

Marty Blum supports a smaller the project.

Joan Blum supports a smaller the project.

Susan Gearhart supports a smaller the project.

Larry Schuler doesn't support the project.

Renton Kreling supports the project.

Brian Climenhaga supports the project.

Chris Gregor supports a smaller project.

David Powell supports the project.

Bobby Peugh supports the project.

Franz Weber supports the project.

Andy Chapman, North Lake Tahoe Tourism supports the project.

Michael Turnquist supports the project.

John Wilcox supports the project.

Christine McMorrow supports the project.

Rob Weston, West Shore Business Association supports the project.

Olli White supports the project.

Lisa Wallace, Truckee River Watershed Council said the water quality and stormwater management measures are what they would like to see in Lake Tahoe.

Mary Nell Harnett supports the project.

Kent Hoopingarner, General Manager of Homewood supports the project.

Allyson Schnedsen supports the project.

Lisa Smith supports the project.

Renee Koijane supports the project.

Joe Lynch supports the project.

Ron Treabess supports the project.

Tim Frank, Sustainable Neighborhoods supports the project.

Kelli Thomey supports the project.

Steve Fritsch Sierra Business Council supports the project.

Theresa May Duggen supports the project.

Sandy Evans Hall, North Lake Tahoe Chamber supports the project.

Dan Kovach supports the project.

Ernie Gossman supports the project.

Judi Tornese supports a smaller project.

Ben Fish supports the project.

Whit Manley, Environmental Law Firm representing JMA responded to concerns raised in public comment by Michael Lozeau representing the Friends of the West Shore and the Sierra Club.

Debbie Hogan supports the project.

Matt Kouta, representing JMA responded to the economic feasibility comments made in public comment.

Ron Parson, owner Granlibakken supports the project.

Earl Hagadorn supports the project.

Don Fouts supports a smaller project.

Pam Hobday Tahoe Forest Health System Foundation supports the project.

Lou Reinkens, Rockwood Lodge supports the project.

Roger Kahn supports the project.

Tim Anderson supports the project.

Jeff Hurst supports the project.

Ralph Pieven, McKinny Bay Improvement Association supports a smaller project.

Wendy Wood supports the project.

Sally Taylor supports the project.

Meg Devre supports the project.

Michael Hogan supports the project.

Don Whitman doesn't support the project.

Carl Young, League to Save Lake Tahoe supports a revitalization of this area and a resort in place of what is there now. The project as proposed appears to provide water quality benefits. The project includes 11 units of development on a portion of Fawn Street which was previously challenged as a stream environment zone. The League believes that entire parcel should be restored to its natural function and this location should be excluded from development. Automated vehicle counters should be placed on the highway immediately north and south of the project area to monitor traffic conditions. The project is increasing the footprint of hard coverage onsite by approximately 200,000 square feet, which includes both pervious and impervious coverage therefore the project should be required to transfer in hard coverage from other sites for the additional amount of hard coverage being created on this site. This project is proposing to exceed significantly existing height limitations, which allows for the construction of structures much higher than existing buildings. The League believes that the resort's buildings should conform to the existing TRPA limitations in order to reduce scenic impacts.

Cindy Gustafson, TCPUD supports the project.

Wally Auerbach supports the project.

Alex Mourelatos, Lakeshore Resort supports the project.

Gary Davis supports the project.

Joe Imbach supports the project.

Kay Williams supports the project.

Lew Feldman talked about the letter that was submitted by the Friends of the West Shore and the Sierra Club early last week, where water quality is the featured topic. The existing condition contributes 150,000 pounds annually of sediment into Lake Tahoe. This project enables the Board to be part of the solution to what has been the cause of water clarity decline in the area. It seems somewhat astounding that we are in a position procedurally where someone would tell us that we can't approve this project that obviously, undeniably benefits the long term health of the Lake.

Andrew Koijane supports the project.

Phil Christian supports the project.

Steve Laird, Operating Engineers supports the project.

Shawna representing Randy Hill supports the project.

Board Comments & Questions:

Ms. Aldean asked for clarification on the findings in Alternative 6, with respect to financial feasibility.

Mr. Marshall said the EIS states that Alternative 6 is feasible and that the Board is disagreeing with that. We should strike those two sentences because it is not accurate. The way Alternative 6 was constructed in the EIS in Section 3, it discusses that we will go forward with the analysis of Alternative 6. It does not make a determination regarding feasibility. It actually includes information from HMR statements regarding infeasibility. There is one place in the EIS that refers back to these pages, but says based on HMR calculations, proposed development levels in Alternative 6 are the minimum size use necessary to support an economically viable resort. From staff's perspective, the EIS did not conclude that Alternative 6 was feasible and it did not render a determination within the EIS. It is up to the Board to determine whether or not it can make the finding regarding Alternative 6 as being infeasible, based on the evidence that is before you.

Ms. Aldean asked if Ms. Marchetta could comment on the applicability of the proposed Code amendments to subsequent phases of the Homewood development.

Ms. Marchetta said the amendments that are being proposed will be applicable to all subsequent phases. Phase II will need to come back to the Board for approval. There will be further opportunity to review the application of these amendments against the detailed plan for Phase II.

Mr. Beyer said there are some items in the development that wasn't addressed dealing with height and design structure. This is in conflict with the Code for height, which isn't completely a contrast to current and new building design criteria. Our Code requirements do compare to other counties and jurisdictions use of the height variations. It dismisses the point of the LEED design requirements that are included in more of a sustainability design of a project, which is just one element of the development. This puts into context many of the comments and questions about the height restrictions that the developer is requesting in an Ordnance change.

Ms. Marchetta said whether we define a measurement that characterizes the height of these buildings at 47 feet or 77 feet, they are the same height. What we were trying to do with this height amendment was not create a disincentive incorporating those LEED environmental standards that would account for the highest level of energy efficiency. That was in part, the purpose of bringing forward this height amendment, to be consistent with the way that Placer County measures height. In any event, the building is the same height.

Ms. Aldean said why don't we just use the number and not allude to the process of how we got to that number.

Ms. Marchetta said she thinks if that allays the concern that Mr. Sher raised earlier in the day regarding the general applicability of this height amendment, we could do that.

Mr. Marshall said we will need to make sure there isn't anything that we are not catching about how to accomplish this.

Mr. Shute said that makes him a lot more comfortable, because he feels that if this is the method that TRPA is using and is changed as proposed, that creates a precedent before we have taken up the issue in the Regional Plan Committee.

Mr. Beyer said there was a lot of discussion about whether or not coverage was described as hard or soft. The developer is proposing to use pervious materials as much as possible, but there is no credit for that in our Code. The scientific evaluation of what they have already done on the site has shown that there has been an improvement in the sediments that are going into the Lake. He asked whether or not this is a precedent setting requirement for this development or it is something that we should do on a case-by-case basis in the way we look at water quality, specifically with regulatory bodies taking up TMDL.

Ms. Marchetta said this is something we should consider on a case-by-case basis.

Mr. Marshall clarified that the credit is not a reduction in the amount of coverage that they would need. It is a credit, when you look at the benefits of the project on sediment reduction.

Ms. Bresnick asked for clarification on the following concerns:

1) Page 18 SEZ improvements as part of Phase I, can they be done in Phase 1.
2) Page 24 talks about revised November 2011, should it read December 2011.
3) Page 42 number 2 there are references to 22.4.E and 22.4.F.1 that don't appear to relate to this project. She wants to make sure these are appropriate references.
4) Page 243 the draft permit. She wants to make sure the demolition of the Tahoe Inn and the site restoration in Phase I is a special condition. Mr. Chapman talked petitioning Placer County and the state for elimination certain parking along Highway 89 and she would that to be a condition of the county permit, if JMA has the ability to do that. She would not require this if it is not possible.
5) Is there maintenance of pervious payment on a long term basis?
6) The traffic is clearly an issue that may turn out to be something decreased or increases traffic and she wants to make sure this is monitored as requested by the League to Save Lake Tahoe. She is not asking that the future Phase be conditioned upon any particular results, but she asked this be monitored. If the traffic counts are not as predicted and traffic is worsened, there is additional measures to include additional shuttles, etc.
7) Page 244 and the discussion of the North Base area, she wants to make sure that staff has been keeping track and correcting the numbers to conform with what has been represented to us in terms of what is and is not being included in Phase I. This includes elimination of the fractional units.
8) Page 249 until T.1 the long term monitoring of 5 years should be increased to reflect the 20 years that has been agreed to by the project proponent. She asked Mr. Chapman to state what he has agreed to regarding pervious payment. This should be a new condition.
9) Page 251 she said these are deed restrictions, so she wants to make sure these deed restrictions include the project proponent's commitment that there will be no further development on the mountain. BB.3. says a deed restriction that will permanently assure the upper mountain area deed restriction, that it may only be used for recreation uses. She was unable to find special conditions in CC for Q above.
10) She asked if there is anything in the mitigation monitoring program that talks about additional screening even though we are monitoring the scenic analyses.

<u>Answers to Ms. Bresnick's questions:</u>

1) Mr. Breuck said SEZ improvements on the South Base are related to relocating the road to make way for the condos. It will be relocated and will use a bridge span when they build that part of the project.

2) Mr. Landry said yes the November date reflects the APC recommendation. This will be updated to reflect today's date.

4) Mr. Chapman said he is happy to commit to petitioning Placer County and the state.

   Ms. Reedy questioned the ability of the Board to tell someone they have to do something that is a political process.

5) Mr. Landry said it is identified at 5-year durations for maintenance of pervious payment.

   Ms. Santiago said on Page 250.V it says the permittee shall implement and/or demonstrate the ability to implement over time the alternative measures as outlined in the mitigation and monitoring program of the final EIS. How does this correlate with the question that Ms. Bresnick has put before us?

   Mr. Breuck said that condition requires that the permittee implement the alternative transportation measures they proposed. It doesn't include monitoring of trips. Typically we predict what the traffic levels and impacts will be and propose mitigation, if necessary. Then we make sure the mitigation gets implemented.

   Mr. Chapman said in response to Ms. Bresnick's issue of having maintenance and monitoring guaranteed, they have committed to a 20 year monitoring of both the watershed protection and the pervious payment, with a 10 year surety to ensure that there are funds to maintain those particular elements of the project.

6) Mr. Cashman asked how a monitoring program would be established that is specific to Mr. Chapman's project.

   Mr. Landry said we usually enter into a three-party contract with the applicant, TRPA, Placer County and a consultant that does the long term monitoring. We establish a 5-year period and administer that on a yearly basis to make sure that the monitoring and mitigations are working. We make adjustments if necessary. This is contained in a scope of work with the applicant and the consultant that will be doing the monitoring

   Mr. Shaw, LSC transportation consultants said he would put into the monitoring plan, high tech monitors at each of the 4 entries into the project. This would be specific for this project.

7) Mr. Breuck said JMA would not build fractional units. He didn't say he would eliminate those units from the project. They would change the fractional units to whole ownership condo units instead.

8) Mr. Chapman agreed to at least 10 years.

9) Mr. Landry said they will look into this.

10) Mr. Landry said this was not an assessment. If you look on Page 250.Y, it talks about the introduction of street, land and park scape. There is a scenic monitoring security.

    Mr. Marshall said this kind of long term monitoring is part of the 5 year Threshold Evaluation, particularly given the time it takes for screening and vegetation to mature.

    Mr. Breuck said there is a mitigation measure 2B that is in the mitigation monitoring plan. It requires that they look at redesign for the glass and materials, as well as screening. They have to be monitored by TRPA to make sure that they are implemented properly.

Ms. Bresnick thanked everyone for their input and testimony today. She thanked JMA and encouraged them to take a further look at Fawn Street. She also encouraged JMA to take a look at decreasing hard coverage from other sites around the West Shore which would reduce coverage in this area.

Mr. Sher said there is a requirement that there should be a steering committee for this master plan. He asked Mr. Marshall to explain where this is in the materials.

Mr. Marshall said it is an appendix to the FEIS and is part of the master response in the FEIS.

Mr. Sher said the certification of the EIS is in Attachment B1, and to certify all of these findings, we make these by certifying the EIS, is that right? He is concerned with some of the findings contained in this Attachment.

Ms. Marchetta said yes.

Mr. Sher asked when we get to the point of moving approval, he would like to request a motion to approve Alternative 6.

Mr. Sher said if the results of the traffic monitoring show substantial increase in the vehicle miles traveled, the results should be actions to incentivize people to use the shuttles.

Mr. Chapman said if the parking lot if full, you can't get a ticket to ski at Homewood which discourages people from using a car.

Ms. Reedy asked if there will be a charge to use the public pool facilities.

Mr. Chapman said there is no charge to use the swimming pool.

Ms. Reedy asked how tall is it from the top of the building's highest point down to the ground underneath that highest point.

Mr. Chapman said it is less than 45 feet.

Ms. McDermid asked for information on JMA's support of the six EIP projects.

Mr. Chapman said that they are participating in six EIP projects. The stormwater treatment plant North of Silver, which is not on their property at a cost of $250,000. They are also paying a fair share on the other EIP projects.

Ms. McDermid asked where those EIP projects are located.

Mr. Chapman said a couple of the projects are on the property and a number are off the property. The SEZ restoration work is an EIP project that is on the property. They are also contributing to the stormwater treatment plant that the County is doing.

Mr. Shute said there has been controversy about the financial analysis. One of the opponent's criticisms was that there is revenue from other sources, like commercial or sales of real estate that was never taken into account. He asked for clarification on this.

Mr. Chapman said in order to open a ski area, you have to have food and beverage so people have something to eat and drink. You have to have a rental shop and ski instructors. The average ski area generates over 300,000 ski visitors a year. There is no profit and the margins are very low in these other lines of business. Currently at Homewood, the average skier spends $6.48 each on food and beverage. The margin on this is about 20%. There isn't profit in ski instruction any longer. Before you can borrow the money to build the real estate, you have to prove that the ski operation is viable. It is important to understand that the real estate will fund the proposed 12 million dollars on new lifts, the 10 million dollars on a new mid-mountain lodge and 13 million dollars on a new base lodge. It can't afford to complete the bicycle path or to make the contribution to Fanny Bridge and to continue the restoration work unless we sell this real estate.

Mr. Shute asked about the Fawn parcel is it in an SEZ.

Mr. Chapman said there was a land capability challenge hearing at TRPA. The scientific evidence was that only a very small southern part of Fawn Street was in an SEZ. We were asked to move the parking structure and make it smaller on the property. A compromise was made where we decreased the size and moved it back further from the SEZ. After completion of public comments, we moved the parking structure in its entirety off that property and put it on the corner. We put 11 single family chateaus on the property that have less of a footprint than the Friends and the League asked for in the first place. They have more than exceeded what was asked for in the hearing at TRPA.

Mr. High asked if there are any unintended consequences going with a smaller project either environmentally, socially or economically.

Ms. Marchetta said Alternative 6 has higher greenhouse gas emissions and there may be other comparative differences between 6 and 1A.

Mr. Breuck said Alternative 6 was done when Alternative 1 was studied and so it took one of the condo buildings at the South Base area and kept it. This is one of the originally proposed large condo buildings adjacent to the single family homes. Under Homewood's new proposal, that building has been replaced with smaller chalets stepped up the hill more like a residential development. Alternative 6 would replace those small chalets with the large multi-family residential condo building that some neighbors have objected to.

<u>The following changes are recommended prior to Board approval:</u>

Ms. Marchetta said we have taken Section 22.4.G in our Code of Ordinances and marked it up to reflect a Code amendment that would allow 77 feet of height in the special area of the Master Plan for this project.

Mr. Breuck said this was presented in the draft EIR/EIS as Appendix F and is the proposed changes to go back to TRPA's current way of measuring building height. The first paragraph of 22.4.G, the proposed amendment would read "the maximum height allowable would be 77 feet instead of 50 feet for projects located in special areas within the Homewood Ski Area Master Plan, designated for additional height. The next two or three sentences are proposed to be deleted. The last sentence would say "to be eligible for this additional height the project and building shall be designed to step up the slope, incorporate community design features, etc." The rest of these requirements meet the findings and it reduces land coverage which is consistent with Resolution 2008-11 and it meets security requirements in subparagraph F22.4.d.5. The following language is included in the Master Plan itself that describes the allowable height of proposed buildings. The Master Plan language and Appendix F language

would be modified as such: the first bullet does not need to change as it is for buildings located within at least 40 feet away from Highway 89 edge of payment which can be no more than 42 feet; the second bullet would read "if you are at least 200 feet from the highway, but not more than 675 feet, the height would be limited to 77 feet instead of 50 feet; the third bullet would read buildings located at the South Base would have a maximum height of 60 feet; the fourth bullet will read at the mid-mountain lodge area, the maximum building height would be 42 feet, using TRPA's current measurement instead of the 35 feet in the document. These changes will be duplicated in the Master Plan document.

Permit Conditions:

Mr. Marshall said the first permit condition is on Page 244 a listing of the Phase I elements, we are proposing to add another Phase IA element, which is the demolition of the Tahoe Inn and restoring the site.

Ms. Marchetta said the second permit condition is the surety on the maintenance of pervious payment. There is already a permit condition on Page 249.T.1 and we are proposing to add a sentence to the end of T.1 that reads "permittee shall supply a 10 year irrevocable commitment to the continued effective operation of the pervious payment described in the EIS."

Ms. Marchetta said the third permit condition relates to the request to monitor traffic.

Mr. Marshal said we would make this a new condition and the language would read "applicant will monitor traffic for 20 years and submit a traffic monitoring report annually. The monitoring shall include at a minimum, traffic counts at the project driveways for winter and summer periods, statistics on alternative mode usage, shuttles, bike program, etc., and a survey of visitors on transportation use."

Mr. Marshall said there is also a clerical change, where we will delete fractional and replace with whole. There is cross references and we will check to make sure these are the right ones.

Ms. McDermid said on Page 251 under CC, did we find out what special condition 4.Q above was.

Mr. Landry said special condition 4.Q should refer back to BB above on the top of the page. We want to make sure they have in hand the recorded deed for all of these deed restrictions.

Mr. Breuck said the second BB at the bottom of that page will be changed to DD and DD on the next page will be EE and so on.

Mr. Marshall said to Mr. Sher that on Page 23-6 of the FEIS is the alternative process memo for the master planning.

Ms. Aldean asked if we are amending the language in Attachment B1, as it relates to Alternative 6.

Mr. Marshall said in the findings for B1 Page 73, we will delete the paragraph that starts EIS states and delete the first two sentences. There is another place that this occurs and we will delete those statements as well.

Mr. Sher moved approval of a straw vote for Alternative 6 including the above amendments.
Motion failed.

Mr. Sevison moved a straw vote on project Alternative 1A with the proposed amendments above.
Motion carried unanimously.

Motions to Certify the Final EIR/EIS: (Approval requires **5 California and 9** total affirmative votes):

I. A motion to make the Compact Article VII(d) and Chapter 5 of the Code of Ordinances findings, and Article 6 findings of the Rules of Procedure for the Final EIS, (See Attachment B-1)

Mr. Marshall clarified that as a result of the height amendment, there is a provision in Resolution 2008-11, which has to do with the Homewood Mountain Resort CEP and the reservations of allocations for this. There is a sentence that talks about maximum height and that was based on the assumption that it was measured with the Placer County measurement, not the TRPA measurement and it had a maximum height of 50 feet. But it says within that memo that at the highest point of the envelope/slope, depending on the elevation may be appropriate for this site. We are going to interpret that as measuring it from the actual bottom of the slope of the building, since the actual building height is 47 feet. This fits within the mean of Resolution 2008-11.

Mr. Sevison moved approval.
Motion carried.
Mr. Sher abstained.

II. A motion to certify the Final Environmental Impact Statement for the Homewood Mountain Ski Area Master Plan Community Enhancement Program (CEP) project.

Mr. Sevison moved approval.

Motion carried unanimously.

Motions to Adopt Chapter II Land Use Element –Land Use Goal 2, Policy 5, Subparagraph "Tourist Accommodation" **Amendments**: (Two motions – Approval of each requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings as specified in Attachment B-2.

Mr. Sevison moved approval.
Motion carried unanimously.

II. A motion to adopt Chapter II Land Use Element – Land Use Goal 2, Policy 5, Subparagraph "Tourist Accommodation" amendments.

Mr. Sevison moved approval.
Motion carried unanimously.

Motions to Adopt Chapter VII Implementation Element –Development and Implementation Priorities Goal 3, Policy 2.B, to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans **Amendments**: (Two motions –Adoption of each requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

Mr. Servison moved approval.
Motion carried unanimously.

II. A motion to adopt Chapter VII Implementation Element –Development and Implementation Priorities Goal 3, Policy 2.B, amendments.

Mr. Servison moved approval.
Motion carried unanimously.

Motions to Adopt Plan Area Statement 157 Amendments: (Two motions –Adoption of each requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

Mr. Sevison moved approval.
Motion carried unanimously.

II. A motion to adopt the Plan Area Statement 157 Homewood Tahoe Ski Bowl Recreation amendments.

Mr. Sevison moved approval of Plan Area Statements 157, 158, 159 in Attachment B2.

Motion carried unanimously.

Motions to Adopt Plan Area Statement 158 Amendments: (Two motions –Adoption of each requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

This motion was approved above.

II. A motion to adopt the Plan Area Statement 158 McKinney Tract Residential amendments.

This motion was approved above.

Motions to Approve Plan Area Statement 159 Amendments: (Two motions –Adoption of each requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

This motion was approved above.

II. A motion to adopt the Plan Area Statement 159 Homewood commercial amendments.

This motion was approved above.

Motions to Adopt the Chapter 22 Code of Ordinances Amendment: To adopt the proposed Chapter 22 amendment for additional height, the Board must make the following motions – (Adoption requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

Mr. Sevison moved approval.
Motion carried unanimously.

II. A motion to adopt the attached ordinance (Attachment A-1) amending Chapter 22 of the Code of Ordinances.

Mr. Sevison moved approval.
Motion carried unanimously.

Motions to Adopt the Chapter 33 Code of Ordinances Amendment: To adopt the proposed Chapter 33 amendment to allow for use and distribution of additional tourist accommodation units in Ski Area Master Plans as well as Community Plans, the Board must make the following motions – (Adoption requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

Mr. Sevison moved approval.
Motion carried unanimously.

II. A motion to adopt the attached ordinance (Attachment A-1) amending Chapter 33 of the Code of Ordinances.

Mr. Sevison moved approval.
Motion carried unanimously.

Motions to Adopt the Chapter 35 Code of Ordinances Amendment: To adopt the proposed Chapter 35 amendment to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans as follows, (Attachment 1, Exhibit 3c): – (Adoption requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

Mr. Sevison moved approval.
Motion carried unanimously.

II. A motion to adopt the attached ordinance (Attachment A-1) amending Chapter 33 of the Code of Ordinances.

Mr. Sevison moved approval.
Motion carried unanimously.

Motions to Adopt the Chapter 64 Code of Ordinances Amendment: To adopt the proposed Chapter 64 amendment to allow for the consideration of groundwater interception for below-grade parking (Adoption requires **4 California and 4 Nevada** affirmative votes):

I. A motion to make the required Chapter 6 findings in Attachment B-2.

Mr. Sevison moved approval.
Motion carried unanimously.

III. A motion to adopt the attached ordinance (Attachment A-1) amending Chapter 64 of the Code of Ordinances.

Mr. Sevison moved approval.
Motion carried unanimously.

1. **Approval of the proposed Homewood Ski Area Master Plan Community Enhancement Program (CEP) Phase I project**

Motions to approve the proposed project: To approve the proposed Master Plan Phase I project, the Board must make the following motions (Approval requires **5 California and 9 total** affirmative votes):

I. A motion to make the required Chapter 6, 18, 20, 22, and 64 findings in Attachment B-3.

Mr. Sevison moved approval.
Motion carried unanimously.

II. A motion, based on this staff summary and the complete administrative record to approve the Master Plan Phase I project, subject to the attached Draft Permit.

Mr. Sevison moved approval.
Motion carried unanimously.

VIII. REPORTS

A. Executive Director Status Report

Ms. Marchetta had no report.

B. General Counsel Status Report

Mr. Marshall had no report.

IX. GOVERNING BOARD MEMBER REPORTS

None

X. COMMITTEE REPORTS

A. Legal Committee - none

B. Operations Committee - none

C. Public Outreach & Environmental Education Committee - none

D. Catastrophic Wildfire Committee - none

E. Local Government Committee - none

F. Regional Plan Update Committee – none

G. Governance Committee - none

XI. PUBLIC COMMENT

None

XII. ADJOURNMENT

Governing Board Chair Ms. Santiago adjourned the meeting at 7:25 p.m.

Respectfully submitted,

Judy Nikkel
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review at the TRPA Office, 128 Market Street, Stateline, Nevada.

TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

Date: January 18, 2012
To: TRPA Operations Committee
From: TRPA Staff
Subject: Fiscal Year 2011 Audited Financial Statements and Auditors Report

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Requested Action: Governing Board Acceptance of the final, audited, Fiscal Year 2011 Financial Statements.

Staff Recommendation: Staff recommends Governing Board acceptance of the Fiscal Year 2011 Audited Financial Statements

Required Motion: In order to accept the final Fiscal Year 2011 Financial Statements, the Governing Board must make the following motion:

1) A motion to accept the Fiscal Year 2011 Audited Financial Statements.

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background:

The independent audit firm of Mayer Hoffman McCann completed their review of TRPA's Fiscal Year 2011 Financial Statements and issued an unqualified audit report (Enclosure I). An unqualified auditor's report means the Agency is compliant with GAAP and GASB accounting standards.

TRPA finished FY 2011 with a small surplus, amounting to $197,656, slightly more than 1% of total Revenue. Net Assets increased by the same amount to $24.7M.

On an Agency-wide basis, TRPA received revenues of $17.1M during FY 2011, up 2% from prior years due to additional Grant awards. Charges for Services decreased by $2.4M from last year due to the suspension of the Shorezone Ordinances. State and Local Revenues were relatively unchanged, decreasing by less than $100K. Increased Grant funding, primarily in Transportation and Aquatic Invasive Species (AIS) projects, offset these reductions. Grants from the United States Government accounted for $6.0M of Revenue, with the largest amounts coming from US Department of Transportation ($3.1M), US Department of the Interior ($2.1M) and the US Environmental Protection Agency ($0.5M).

In total, the Agency spent $16.9M during FY 2011. Three quarters of that, $12.5M, went to Environmental Planning, Implementation, and Measurement Activities. This increased by $3.2M over FY 2010 due to increased funding for AIS and Transportation activities.

Advance copies of the audited financial statements will be available to Governing Board members by request. Final FY 2011 Audited Financial Statements will be published on the TRPA website following acceptance by the Governing Board.

Independent Audit:

In 2010, TRPA conducted a competition for auditing services, obtaining quotes from four different firms. CBIZ/Meyer Hoffman McCann was selected, and performed financial audits for FY 2010 and now FY 2011. CBIZ/Meyer Hoffman McCann is the eighth largest audit firm in the US, ranked by revenue.

For Fiscal Year 2011, MHM conducted four audits for TRPA. In addition to the audit of the overall TRPA Financials, single audits were completed for a) Federal Awards, b) Placer County Local Transportation Fund and c) El Dorado County Local Transportation Fund

If you have any questions, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org.

Attachments:

Enclosure I Independent Auditor's Report

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Board of Directors
Tahoe Regional Planning Agency
Stateline, Nevada

INDEPENDENT AUDITORS' REPORT

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Tahoe Regional Planning Agency (TRPA) as of and for the year ended June 30, 2011, which collectively comprise TRPA's basic financial statements, as listed in the table of contents. These financial statements are the responsibility of the management of TRPA. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of TRPA as of June 30, 2011, and the respective changes in financial position of TRPA for the year then ended in conformity with accounting principles generally accepted in the United States of America.

The information identified in the accompanying table of contents as Ma ıagement's Discussion and Analysis and Required Supplementary Information, are not a required part of the basic financial statements, but are supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise TRPA's basic financial statements. The combining and individual fund financial statements and budgetary comparison schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements. These schedules have been subjected to the

auditing procedures applied in the audit of the basic financial statements and, in our opinion, are fairly stated in all material respects in relation to the basic financial statements taken as a whole.

In accordance with *Government Auditing Standards*, we have also issued a report dated January 13, 2012 on our consideration of TRPA's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

Irvine, California
January 13, 2012

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MEMORANDUM

Date: January 18, 2012

To: TRPA Governing Board

From: TRPA Staff

Subject: Forfeiture of Abandoned Securities

Requested Action: Governing Board authorization to use $57,940.00 in abandoned securities to reimburse TRPA's costs incurred for inspections and processing of project securities.

Staff Recommendation: Staff recommends that the Governing Board authorize the Agency to forfeit the abandoned securities (Attachment A) to the General Fund to help cover costs associated with processing securities.

Background: As of December 2011, $57,940.00 in cash securities has met the requirements of TRPA Code Section 8.8. D (2) and have been determined to be abandoned. The projects for which the securities were posted have been inspected and determined to be in conformance with their permit. The original owners of the securities could not be located and the securities have not been claimed during the time period set forth in Section 8.8.D (2) of the TRPA Code of Ordinances.

Subsection 8.8.D (2) reads…"prior to forfeiture of a cash security, TRPA shall publish a notice of forfeiture, which notice shall name the person who posted the security. The notice shall be published one time in a newspaper of general circulation in the Tahoe Region. If the person who posted the cash security does not claim the security within one year after the publication of the notice, the cash security shall be deemed abandoned and forfeited to a fund designated by the Governing Board."

This section allows TRPA to process the forfeiture of project securities posted in cash when a project has been completed in accordance with its permit, and the owner of the security cannot be located. In most cases this is due to ownership changes or dissolution of a business entity.

Newspaper notices were posted in the Tahoe World, Tahoe Tribune and North Lake Tahoe Bonanza on December 29, 2010. In addition, letters were written to the last known address of the person who posted the security. If these letters were returned, additional attempts to locate these individuals were taken, including phone calls to the last known phone numbers, contacting consultants that worked on the project, and searching internet databases to research address changes. Only when all these options have been exhausted did we then proceed with the abandonment process.

Discussion: The State of Nevada Division of Internal Audits completed an Agency audit in November 2008. The audit included a recommendation that TRPA complete the processing of all securities in excess of six years old, resulting in either the return of the securities to the original permittee or abandonment of the securities for those projects that have been determined to be in compliance with the project permit.

TRPA staff has diligently pursued the processing of these older securities along with trying to prevent the backlog of securities held by the Agency from increasing. Over the past four years staff has processed over 1,280 old securities, leaving approximately 1,350 total remaining securities to be processed. The time to process these securities is a substantial expense to the Agency. In order to defray some of this expense, staff is requesting that the Governing Board authorize the Agency to forfeit the $57,940.00 detailed in Attachment A to the General Fund. The expenses incurred to process securities are currently paid from the General Fund.

If you have any questions, please contact Steve Sweet, Senior Environmental Specialist at ssweet@trpa.org or 775-589-5250.

TAHOE REGIONAL PLANNING AGENCY

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ATTACHMENT A
ABANDONED SECURITIES

NAME	DATE POSTED	AMOUNT	APN
Jon Wetterstrom	8/7/2002	$3,000.00	005-132-32
Sign Service Unlimited	5/22/1996	$500.00	132-213-11
Robert & Christine Patterson	8/23/1988	$800.00	015-322-04
Grand Centeral Properties	5/31/2000	$500.00	094-080-011
Helene Caragozain-Webb	2/1/2002	$550.00	011-123-001
Merle & Joyce Bowman	6/24/1991	$2,500.00	033-251-01
Norman & Ruth Woods	11/30/1990	$700.00	022-051-11
Dan Hanna DBA Cars Clean Lake Tahoe	7/22/1992	$750.00	031-081-08
Richard A Jordan	10/8/1993	$500.00	001-222-03
Gene Clothier	3/31/1994	$1,500.00	003-024-07
Michael & Gail Shumate	5/28/2003	$3,000.00	016-081-12
Robert H Lee & Assoc	9/29/1989	$3,000.00	094-190-025
Dana Ekblad	9/30/1985	$250.00	022-130-37

Westmoore Capital	5/10/2007	$3,000.00	094-160-010
Terra Vac Corporation	11/3/1999	$2,000.00	023-181-19
Neil Eskind	5/18/1994	$500.00	123-055-01
Broadway Investment	2/18/1987	$1,500.00	091-190-029
Gary Northan/ Terry Lane Apts	12/7/1984	$500.00	027-323-04
Cambria Environmental	4/20/1999	$500.00	094-190-025
The Lyle Company	6/16/2003	$500.00	025-071-13
Donald Marken	5/12/1982	$2,200.00	001-020-07
Tahoe Condor LTD	9/12/1986	$250.00	027-083-08
Fred Pompei	7/2/1986	$750.00	034-714-05
Lenny Pratt Construction	4/20/1990	$1,000.00	081-151-23
General Dynamics	8/12/2004	$500.00	023-201-56
Modular Homes INC	8/22/1986	$2,500.00	083-182-07
Dolores O Hellmuth	8/28/1991	$1,050.00	098-114-03
IT Corporation	3/24/2000	$1,000.00	032-141-28
Elizabeth Rice	10/10/1991	$1,000.00	027-231-02
Alvin & Carole Krause	12/13/1988	$500.00	033-592-02

Full Service Construction	12/3/1993	$500.00	094-540-010
John Frank Leach	12/21/1994	$500.00	098-010-23
William Lyon Company	8/21/1991	$2,500.00	111-101-02
Tahoe Marina Inn	7/14/1986	$540.00	027-020-17
Archibald Mull III	9/28/1989	$2,500.00	111-170-13
John E Breslin	12/22/1994	$500.00	116-060-48
J Daniel Deeter	6/13/1994	$2,500.00	126-272-01
Wallen Consultants	7/20/1999	$500.00	015-020-02
Nevada Banking Company	9/29/1997	$500.00	007-130-16
Groundwater Technology INC	9/16/1991	$500.00	027-071-22
Royal Vallhalla Enterprises	7/24/2000	$500.00	029-031-02
Joseph & Laura Bosel	7/10/1987	$250.00	031-123-10
Avis	5/31/1991	$1,500.00	033-152-05
Judi Fanas-Quaill	2/14/1989	$350.00	080-144-22
William Flaherty	10/8/1991	$500.00	083-108-04
Semco	6/5/1989	$500.00	083-108-04
Town & Country Contractors	6/2/1999	$500.00	093-160-38
Vail Engineering	9/18/1990	$1,000.00	094-080-01

Robert & Andrea Davis	10/14/1983	$500.00	007-253-05
Rabreau Enterprises	6/23/1983	$1,000.00	007-261-08
Tahoe Valley Campground	1/25/2001	$3,500.00	023-081-08
	TOTAL	**$57,940.00**	

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MEMORANDUM

Date: January 18, 2012

To: TRPA Governing Board

From: TRPA Staff

Subject: Release of $370,000 in SEZ Mitigation Funds to the City of South Lake Tahoe for the Upper Truckee River SEZ Restoration Project

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Requested Action: Governing Board action to release $370,000 in SEZ Mitigation Funds to the City of South Lake Tahoe for the project listed in Table 1, subject to the conditions cited below.

Staff Recommendation: Staff recommends that the Governing Board approve the City of South Lake Tahoe's request, subject to the conditions cited below. The project is consistent with the Environmental Improvement Program objectives, Chapter 82 of the TRPA Code of Ordinances, and the Governing Board's policy guidelines for the release of mitigation funds. TRPA reserves the right to withhold funds to ensure project priorities, goals and specifications are consistent with those of the Environmental Improvement Program and the TRPA Regional Plan.

Required Motion: To approve the requested release, the Board must make the following motion:

1) A motion to approve the release subject to the conditions contained in this memorandum.

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Table 1
Proposed Funding Release

EIP #	PROJECT	Fund	Amount
556	Upper Truckee River SEZ Restoration Project	SEZ	$370,000
	Total Funding Requested		**$370,000**

Background: The City of South Lake Tahoe is requesting the release of $370,000 in SEZ mitigation funds for the Upper Truckee River SEZ Restoration Project located in the City of South Lake Tahoe, California. The City recently reconstructed 3,000 linear feet of man-modified river channel adjacent to the South Lake Tahoe Airport which rerouted the river back to a meandering (sinuous) condition. The requested funds will allow payment for work necessary to complete the multi-year construction effort including vegetation restoration.

As of January 11, 2012, the City's SEZ mitigation fund account balance was $618,089 which is sufficient to cover this request.

Discussion:

- Staff recommends approving the release of these funds subject to the following conditions of approval:
    1. The recipient shall only use the funds for the project cited above and as approved by TRPA.

    2. TRPA reserves the right to withhold funds to ensure project priorities, goals and objectives are consistent with those of the Environmental Improvement Program and TRPA's Regional Plan.

    3. The City agrees to follow all laws, codes and regulations adopted by federal, state and local authorities/agencies.

    4. The City agrees to maintain a report detailing the use and expenditures of all funds used on the project. These records shall be made available for review and audit by TRPA within thirty (30) calendar days upon written request.

    5. All mitigation funds not used as described above shall be returned to TRPA. Upon written approval from TRPA, these funds may be re-allocated to another project.

    6. These funds may not be used for design studies, environmental documents, application costs, or other pre-design tasks.

Regional Plan Compliance: The proposed release complies with the TRPA Regional Plan and Code of Ordinances.

Contact Information: If you have any questions regarding this item please contact Jeanne McNamara, Acting Department Manager, Implementation Department at jmcnamara@trpa.org or by phone at (775)589-5252.

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MEMORANDUM

Date: December 7, 2011
To: TRPA Operations Committee
From: TRPA Staff
Subject: Fiscal Year 2012, November Financial Statements

Requested Action: Governing Board Acceptance of the November 2011 Financial Statements for Fiscal Year 2012.

Staff Recommendation: Staff recommends Governing Board acceptance of the November financial statements for Fiscal Year 2012 as presented.

Required Motion: In order to accept the November 2011 Financial Statement, the Governing Board must make the following motion:

1) A motion to accept the November 2011 Financial Statement.

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background: Due to the early December Governing Board meeting, detailed financial statements were not ready by the time the GB package was published. Financial Statements for November are hereby submitted for approval at the January 2012 Governing Board Meeting.

As of November 2011, 42% of the fiscal year is complete. We have secured 88% of the General Fund's projected full year revenue to date, and just under 60% of all projected revenues for Fiscal Year 2012. Overall, the Agency has spent 36% of its total annual budget when pass-throughs are eliminated. (Note: Pass through Revenue and expenses are not included in the budget, and offset each other at year-end.) The only major area over the 42% level is in the Shorezone Fund, which has spent 52% of its annual budget. This is primarily due to a once-per-year lease payment ($21K) on the Agency's patrol boat.

Issues/Concerns:

On the revenue side, we are beginning to be concerned about Filing Fees. While the Agency was on track through the first quarter of FY 2012, those revenues have started to fall off. We are now $71K below anticipated revenue in this area. This will receive further scrutiny to determine if it is a seasonal aberration or a trend. The Planning Department has confirmed the number of applications is down in the last two months.

On the expense side, there are several categories of expenses where we have spent more than 42% of the annual budget. Details by area are:

- The Maintenance category has spent 50% of the annual budget. Two items are driving this: a) The Agency's primary software maintenance agreements are subject to an annual fee, paid near the beginning of the Fiscal Year. That does not represent a budget issue. b) Roof leaks at TRPA Headquarters building required repairs prior to the onset of winter. As a result, we have spent 83% of the building fund's repair budget for the year. If additional problems arise, there could be a budget hit.
- We have spent 58% of the Supplies budget for the year, driven by purchases for the AIS program. This relates to milfoil treatments in the Keys area. The work if funded by grants and this particular variance will be covered through budget adjustments.
- The Agency's main patrol boat is leased, with a once a year payment. That payment is distorting the vehicles account (81% of annual budget), as well as the Shorezone Fund, but does not represent a budget overrun.
- Utilities are at 50% of our annual budget. This is due to propane costs for the watercraft decontamination station in Meyers hitting the Utilities account, although it was budgeted in Contract Services (which is under-running). We will adjust the budgets to match where the costs are being charged.
- We have made a management decision to emphasize staff development through additional training. That has led us to spend most of the training budget for the year, driving the Services category to 59% of budget. It is our intent to re-align budgets, taking reductions in other areas to continue an enhanced training program.
- A&O Expenses are at 87% of budget, but this is an allocation offset by A&O revenues, which do not appear on the summary. We will develop a report that more clearly shows that offset.

If you have any questions, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org.

Attachments:

Enclosure I	Agency Revenue and Expenditure Summary
Enclosure II	Statement of Revenues, Expenditures, and Changes in Fund Balance

TRPA Financials

Fiscal YTD October, 2011 (33% of FY year complete)

	General Fund	Implement	Threshold	Shorezone	Fines & Forfeits	SWMP	AIS	Transp	Building	Special Funds	Agency Total	Budget	% of Budg *
Page #	*16*	*21*	*23*	*24*	*26*	*27*	*30*	*34*	*35*				
Revenue													
State & Local	5,180,358	202	256,640	124,000	-	-	-	-	-	380,842	5,561,200	5,560,639	100%
Grants	-	35,793	-	(70)	-	292,129	981,544	824,173	455,735	2,589,736	2,589,736	7,933,545	33%
Fees	442,683	-	-	(480)	210,176	-	-	-	8,428	218,124	660,807	1,152,602	57%
Other	571,967	-	885	(610)	88	21	-	198	617	1,199	573,166	1,132,523	51%
Passthrough Rev	189,606	-	-	-	-	-	-	-	-	-	189,606	189,606	100%
Total Revenue	**6,384,614**	**35,994**	**257,525**	**122,840**	**210,264**	**292,150**	**981,544**	**824,371**	**464,779**	**3,189,901**	**9,574,515**	**15,779,309**	**59.5%**
Budget	*7,296,690*	*129,113*	*256,640*	*124,000*	*165,000*	*620,502*	*2,400,427*	*3,718,177*	*1,068,760*	*8,482,619*	*15,779,309*	↑ *without Passthroughs*	
% of Budget Rec'd	*88%*	*28%*	*100%*	*99%*	*127%*	*47%*	*41%*	*22%*	*43%*	*38%*	*61%*		
Expenses													
Compensation	1,133,973	25,507	25,426	67,722	-	133,530	106,327	157,246	-	515,759	1,649,732	4,644,471	36%
Benefits	323,074	6,837	4,305	12,571	-	30,752	23,476	43,445	-	121,385	444,459	1,165,507	38%
Contracts	461,831	2,000	110,895	23,244	62,901	54,026	626,172	1,297,144	-	2,176,382	2,638,213	7,498,184	35%
Financing	(846)	-	-	-	-	-	4,097	-	332,194	336,291	335,445	892,188	38%
Rent	288,420	-	-	5,000	-	-	14,219	1,315	-	20,534	308,954	733,980	42%
Maintenance	72,492	-	-	-	-	-	4,182	-	23,019	27,201	99,693	200,952	**50%**
Supplies	52,521	-	8	-	-	192	37,242	251	-	37,693	90,214	156,751	**58%**
Misc.	34,693	-	-	4,608	-	-	1,067	1,779	13,017	20,472	55,164	123,586	45%
Vehicles	45,534	-	-	33,295	-	-	18,072	-	-	51,367	96,901	120,138	**81%**
Utilities	19,943	-	176	-	-	-	7,594	-	17,988	25,758	45,701	92,000	**50%**
Equipment	12,616	-	1,130	53	-	-	21,404	-	-	22,587	35,203	79,000	45%
Services	31,356	-	-	-	-	65	1,210	340	2,618	4,233	35,589	59,945	**59%**
Travel	5,440	-	-	-	-	-	661	731	-	1,391	6,831	28,100	24%
Passthrough Exp	409,622	-	-	-	-	-	-	-	-	-	409,622	409,622	100%
A&O	-	18,578	-	28,103	-	94,363	46,576	115,277	-	302,897	302,897	349,769	**87%**
Op Xfers	77,715	-	41,667	-	-	(77,715)	-	(41,667)	-	(77,715)	-	79,412	0%
Total Expenses	**2,968,384**	**52,922**	**183,607**	**174,595**	**62,901**	**235,212**	**912,300**	**1,575,861**	**388,836**	**3,586,235**	**6,554,619**	**17,043,228**	**36.1%**
Budget	*7,296,690*	*129,113*	*491,733*	*333,582*	*165,000*	*620,502*	*2,400,427*	*3,718,177*	*1,068,760*	*8,927,294*	*16,223,984*	↑ *without Passthroughs*	
% of Budget Used	*41%*	*41%*	*37%*	**52%**	*38%*	*38%*	*38%*	*42%*	*36%*	*40%*	*40%*		
Fund Net	**3,416,230**	**(16,928)**	**73,918**	**(51,756)**	**147,363**	**56,938**	**69,244**	**(751,490)**	**75,943**	**(396,334)**	**3,019,896**		

* Significant variations from the percentage of year completed are highlighted in grey with white text

Page number shows starting point in detailed financials for each fund

Tahoe Regional Planning Agency
YTD October 2011

Enclosure II

PRELIMINARY STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

GENERAL FUND

	BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES				
Federal Grant Revenue	-	-	-	0.00%
State Revenue	5,029,999	5,030,359	360	100.01%
Local revenue	150,000	149,999	(1)	100.00%
Fees For Service Revenue	993,368	429,855	(563,513)	43.27%
Investment Revenue	20,000	10,559	(9,441)	52.79%
Passthrough Revenue	-	189,606	189,606	0.00%
Admin and Overhead Revenue	1,103,323	338,642	(764,682)	30.69%
Litiigation Reimbursements	-	216,303	216,303	0.00%
Other Revenue	-	19,292	19,292	0.00%
Total Revenues	7,296,690	6,384,614	(912,076)	87.50%
EXPENSES				
Governing Board				
Personnel	139,871	43,932	95,939	31.41%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	1,596	(1,596)	0.00%
Commercial Air trans - In Stat	-	-	-	0.00%
Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	21,000	5,130	15,870	24.43%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	160,871	50,658	110,214	31.49%
Executive				
Personnel	111,209	43,684	67,524	39.28%
Out-of-State Travel	5,000	299	4,701	5.99%
In-State Travel	2,500	1,245	1,255	49.82%
Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	2,445	2,178	267	89.09%
Information Services	-	-	-	0.00%
Training	-	250	(250)	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	75,000	6,000	69,000	8.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	196,154	53,657	142,497	27.35%
Communications				
Personnel	293,535	114,561	178,974	39.03%
Out-of-State Travel	5,000	61	4,939	1.23%
In-State Travel	-	253	(253)	0.00%
Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	21,650	16,796	4,854	77.58%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Repro & Printing	5,000	1,145	3,855	22.90%
Contract Services	5,000	-	5,000	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	330,185	132,817	197,368	40.22%

Information Technology					
Personnel		272,306	101,420	170,886	37.24%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	63	(63)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		116,000	31,519	84,481	27.17%
Information Services		146,000	80,092	65,908	54.86%
Training		-	600	(600)	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		20,000	-	20,000	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	554,306	213,693	340,613	38.55%
Admin Support Team					
Personnel		74,148	29,382	44,765	39.63%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	74,148	29,382	44,765	39.63%
Operations Support					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	-	-	-	0.00%
General Services					
Personnel		62,371	26,185	36,186	41.98%
Out-of-State Travel		-	189	(189)	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		870,604	392,037	478,567	45.03%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	932,975	418,410	514,565	44.85%
Finance Operations					
Personnel		348,718	125,159	223,559	35.89%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		65,950	3,742	62,208	5.67%
Information Services		-	15,284	(15,284)	0.00%
Training		-	-	-	0.00%

Utility Expenses		-	-	-	0.00%
Contract Services		500	-	500	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	415,168	144,185	270,983	34.73%
Human Resources					
Personnel		327,777	103,161	224,616	31.47%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	60	(60)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		158,870	37,607	121,262	23.67%
Information Services		-	-	-	0.00%
Training		12,000	15,410	(3,410)	128.42%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	498,647	156,238	342,409	31.33%
Implementation					
Personnel		427,634	118,029	309,605	27.60%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		8,000	1,922	6,078	24.03%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		67,638	6,852	60,786	10.13%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	503,272	126,803	376,469	25.20%
Planning					
Personnel		984,696	391,307	593,389	39.74%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	124	(124)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		6,800	503	6,297	7.40%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		30,000	41,032	(11,032)	136.77%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,021,496	432,967	588,529	42.39%
Measurement & Reporting					
Personnel		250,498	79,178	171,320	31.61%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	379	(379)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		15,000	1,900	13,100	12.67%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		404,559	118,928	285,631	29.40%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	670,056	200,384	469,672	29.91%
Regional Plan Update					

Personnel		452,825	167,505	285,320	36.99%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		100,500	25,700	74,800	25.57%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Equipment		-	-	-	0.00%
Contract Services		492,318	71,709	420,609	14.57%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,045,643	264,915	780,729	25.34%
Measurement & Reporting Adaptive Management					
Personnel		-	1,669	(1,669)	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	2,423	(2,423)	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	-	4,091	(4,091)	0.00%
Compliance					
Personnel		85,375	31,108	54,267	36.44%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	85,375	31,108	54,267	36.44%
Legal					
Personnel		127,192	54,426	72,766	42.79%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		13,600	667	12,933	4.91%
Information Services		-	-	-	0.00%
Training		-	395	(395)	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		250,000	167,395	82,605	66.96%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	390,792	222,884	167,908	57.03%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%

Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	409,622	(409,622)	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	422,602	77,715	344,887	18.39%
Total Expenditures	422,602	487,337	(64,735)	115.32%
General Fund Total				
Personnel	3,958,155	1,430,706	2,527,449	36.15%
Out-of-State Travel	10,000	549	9,451	5.49%
In-State Travel	2,500	3,719	(1,219)	148.76%
Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	1,379,418.74	514,572	864,847	37.30%
Information Services	167,000	100,506	66,494	60.18%
Training	12,000	16,655	(4,655)	138.79%
Utility Expenses	-	-	-	0.00%
Contract Services	1,325,015	414,339	910,676	31.27%
Passthrough Expenditure	-	409,622	(409,622)	0.00%
Capital Outlay	20,000	-	20,000	0.00%
Other Financing Sources (Uses)	422,602	77,715	344,887	18.39%
Total Expenditures	7,296,690	2,968,384	4,328,306	40.68%
Total Revenue	7,296,690	6,384,614	(912,076)	87.50%
Total Expenditures	7,296,690	2,968,384	4,328,306	40.68%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenditures	0	3,416,230	3,416,230	

Tahoe Regional Planning Agency
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IMPLEMENTATION FUNDS

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		119,682	19,733	(99,950)	16.49%
State Revenue		526	16,262	15,736	3091.55%
Local revenue		8,905	-	(8,905)	0.00%
Fees For Service Revenue		-	-	-	0.00%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	-	-	0.00%
	Total Revenues	129,113	35,994	(93,119)	27.88%
EXPENSES					
Asian Clam					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	2,000	(2,000)	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
		-	2,000	(2,000)	-
State Historic Preservation					
Personnel		27,258	13,405	13,853	49.18%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		15,657	7,700	7,957	49.18%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	42,916	21,105	21,811	49.18%
BOR Forest Fuels TFFT					
Personnel		48,759	16,988	31,772	34.84%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		28,007	9,758	18,250	34.84%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	76,767	26,745	50,022	34.84%
CTC EIP					
Personnel		334	268	66	80.20%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		192	154	38	80.21%

Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	526	422	104	80.20%
NDF Healthy Forest/Lake				
Personnel	5,656	1,683	3,973	29.76%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	3,249	967	2,282	29.76%
Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	8,905	2,650	6,255	29.76%
NDEP Environmental Signs Grant #2				
Personnel	-	-	-	0.00%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	-	-	-	0.00%
EIP Grant Fund Total				
Personnel	82,008	32,344	49,664	39.44%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	47,105	18,578	28,527	39.44%
Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	2,000	(2,000)	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	129,113	52,922	76,191	40.99%
Total Revenue	129,113	35,994	(93,119)	27.88%
Total Expenditures	129,113	52,922	76,191	40.99%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenditures	(0)	(16,928)	(16,928)	0.00%

Tahoe Regional Planning Agency
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THRESHOLD STUDIES FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		256,640	256,640	-	100.00%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		-	-	-	0.00%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	885	885	0.00%
	Total Revenues	256,640	257,525	885	100.34%
EXPENSES					
Threshold Studies - General Air Quality					
Personnel		135,539	29,731	105,807	21.94%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	1,130	(1,130)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	8	(8)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	176	(176)	0.00%
Contract Services		256,194	110,895	145,299	43.29%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	391,733	141,940	249,792	36.23%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing (Sources) Uses		100,000	41,667	58,333	41.67%
	Total Expenses	100,000	41,667	58,333	41.67%
Threshold Studies Fund Total					
Personnel		135,539	29,731	105,807	21.94%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	1,130	(1,130)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	8	(8)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	176	(176)	0.00%
Contract Services		256,194	110,895	145,299	43.29%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing (Sources) Uses		100,000	41,667	58,333	41.67%
	Total Expenditure	491,733	183,607	308,126	37.34%
	Total Revenue	256,640	257,525	885	100.34%
	Total Expenditure	491,733	183,607	308,126	37.34%
	Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses		(235,093)	73,918	309,011	

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SHOREZONE FUND

	BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES				
Federal Grant Revenue	-	-	-	0.00%
State Revenue	124,000	124,000	-	100.00%
Fees For Service Revenue (Enforecement 50% of RF + >1 Bı	-	-	-	0.00%
Monitoring Fees (30% RF)	-	195	195	0.00%
Blue Boating Fees	-	-	-	0.00%
Mooring Application Permit Fee	-	(500)	(500)	0.00%
Scenic Mitigation Revenue	-	(70)	(70)	0.00%
Investment Revenue	-	(610)	(610)	0.00%
Boat Wash Station Mitigation	-	-	-	0.00%
Filing Fees	-	(175)	(175)	0.00%
Passthrough Revenue	-	-	-	0.00%
Admin and Overhead Revenue	-	-	-	0.00%
Total Revenues	124,000	122,840	(1,160)	99.06%
EXPENSES				
Watercraft				
Personnel	79,890	40,555	39,335	50.76%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Operating Expenses	150,963	58,035	92,928	38.44%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenses	230,853	98,590	132,263	42.71%
Shorezone Implementation				
Personnel	47,756	15,756	32,000	32.99%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	16,715	5,515	11,200	32.99%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenses	64,471	21,271	43,200	32.99%
Shorezone Monitoring				
Personnel	20,932	23,982	(3,050)	114.57%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	7,326	8,394	(1,067)	114.57%
Operating Expenses	10,000	53	9,947	0.53%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	22,306	(22,306)	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenses	38,258	54,735	(16,476)	143.07%
Blue Boating Program				
Personnel	-	-	-	0.00%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%

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Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenses	-	-	-	0.00%
Shorezone Fund Total				
Personnel	148,578	80,293	68,285	54.04%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	158,290	66,429	91,861	41.97%
Operating Expenses	26,715	5,568	21,147	20.84%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	22,306	(22,306)	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditure	333,582	174,595	158,987	52.34%
Total Revenue	124,000	122,840	(1,160)	99.06%
Total Expenditure	333,582	174,595	158,987	52.34%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses	(209,582)	(51,756)	157,826	

Tahoe Regional Planning Agency
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SPECIAL STUDIES FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		-	-	-	0.00%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		165,000	210,176	45,176	127.38%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	88	88	0.00%
	Total Revenues	165,000	210,264	45,264	127.43%
EXPENSES					
Special Studies					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		165,000	62,901	102,099	38.12%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	165,000	62,901	102,099	38.12%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	-	-	-	0.00%
Special Studies Fund Total					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		165,000	62,901	102,099	38.12%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	165,000	62,901	102,099	38.12%
	Total Revenue	165,000	210,264	45,264	127.43%
	Total Expense	165,000	62,901	102,099	38.12%
	Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses		-	147,363	147,363	

Tahoe Regional Planning Agency
YTD October 2011

EROSION CONTROL FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		439,016	273,868	(165,148)	62.38%
State Revenue		181,486	18,261	(163,225)	10.06%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		-	-	-	0.00%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	21	21	0.00%
	Total Revenues	620,502	292,150	(328,352)	47.08%
EXPENSES					
Consolidated Grants					
Personnel		121,223	91,917	29,306	75.82%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		69,631	52,797	16,834	75.82%
Operating Expenses		40,000	8,242	31,758	20.60%
Information Services		-	-	-	0.00%
Training		19,000	65	18,935	0.34%
Utility Expenses		-	-	-	0.00%
Contract Services		16,000	801	15,199	5.01%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	265,854	153,821	112,032	57.86%
BMP Manual Army Corps					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	-	-	-	0.00%
General Fund Erosion Control					
Personnel		77,083	14,334	62,749	18.60%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		44,277	8,234	36,043	18.60%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	121,360	22,568	98,792	18.60%
BMP Federal 319 (CA) Grant					
Personnel		18,207	5,154	13,053	28.31%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		10,458	2,960	7,498	28.31%
Operating Expenses		-	-	-	0.00%

Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		100,000	40,101	59,899	40.10%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	128,665	48,215	80,450	37.47%
BMP Federal 319 (NV) Grant					
Personnel		39,655	10,715	28,940	27.02%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		22,778	6,154	16,623	27.02%
Operating Expenses		-	63	(63)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	62,432	16,932	45,500	27.12%
TRCD Prop 50 - Enforecement & Other					
Personnel		146,976	19,888	127,088	13.53%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		84,423	11,424	72,999	13.53%
Operating Expenses		25,000	3,186	21,814	12.74%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	256,400	34,498	221,902	13.45%
BOR BMP Enforcement & Other					
Personnel		31,239	22,274	8,965	71.30%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		17,944	12,794	5,150	71.30%
Operating Expenses		-	1,825	(1,825)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	49,183	36,893	12,290	75.01%
LTLP ECAM					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%

	Total Expenses	-	-	-	0.00%
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Op Trans In(Out)		(263,392)	(77,715)	(185,677)	29.51%
	Total Expenses	(263,392)	(77,715)	(185,677)	29.51%
Erosion Control Fund Total					
Personnel		434,384	164,281	270,103	37.82%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		249,510	94,363	155,147	37.82%
Operating Expenses		65,000	13,315	51,685	20.49%
Information Services		-	-	-	0.00%
Training		19,000	65	18,935	0.34%
Utility Expenses		-	-	-	0.00%
Contract Services		116,000	40,903	75,097	35.26%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		(263,392)	(77,715)	(185,677)	29.51%
	Total Expenses	620,502	235,212	385,290	37.91%
	Total Revenue	620,502	292,150	(328,352)	47.08%
	Total Expense	620,502	235,212	385,290	37.91%
	Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses		0	56,938	56,938	0.00%

Tahoe Regional Planning Agency
YTD October 2011

AQUATIC INVASIVE SPECIES FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		1,842,374	571,700	(1,270,675)	31.03%
State Revenue		1,052	73,203	72,151	6957.44%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		557,000	336,641	(220,360)	60.44%
Investment Revenue		-	-	-	0.00%
Pass-through Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	-	-	0.00%
	Total Revenues	2,400,427	981,544	($1,418,883)	40.89%
EXPENSES					
Bureau of Reclamation TRCD AIS					
		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Admin & Overhead Expenses		-	-	-	0.00%
Operating Expenses		-	15,374	(15,374)	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	$ -	$ 15,374	$ (15,374)	0.00%
Bureau of Reclamation TRCD AIS					
		-	-	-	0.00%
Out-of-State Travel		-	543	(543)	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Admin & Overhead Expenses		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	$ -	$ 543	$ (543)	0.00%
Bureau of Reclamation TRCD AIS					
Personnel		136,309	48,718	87,591	35.74%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	118	(118)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		185,540	29,189	156,351	15.73%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		235,151	82,085	153,066	34.91%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	557,000	$ 160,110	$ 396,890	28.75%
Bureau of Reclamation TRCD AIS					
			-		
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%

Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	$ -	$ -	$ -	0.00%
BOR TRCD AIS					
Personnel		668	-	668	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Operating Expenses		384	-	384	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Boat Supplies		-	-	-	0.00%
Office and Equipment over 2500		-	-	-	0.00%
Boat Supplies		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,052	-	$1,052	0.00%
	Total Expenses				
SNPLMA US Fish Wild. Svc. AIS					
Personnel		-	686	(686)	0.00%
Per Diem - Out-of-State		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Operating Expenses		-	394	(394)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	-	1,080	($1,080)	0.00%
	Total Expenses				
Army Corp of Engineers AIS					
Personnel		913	3,361	(2,448)	368.24%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		384	1,931	(1,547)	502.94%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,297	5,292	($3,995)	408.12%
NDSL Bottom Barrier					
Personnel		668	356	312	53.24%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		384	204	179	53.24%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,052	560	$492	53.24%
USFWS Roadway Boat Inspections					
Personnel		4,961	7,199	(2,238)	145.12%

Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	4,135	(4,135)	0.00%
Operating Expenses		-	29,341	(29,341)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	14,312	(14,312)	0.00%
Pass-through Expenditure		-	-	-	0.00%
Office and Equipment over 2500		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	4,961	54,988	($50,027)	1108.45%
USFWS Roadway Boat Inspections					
Personnel		1,868	850	1,018	45.52%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	488	(488)	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		33,557	-	33,557	0.00%
Pass-through Expenditure		-	-	-	0.00%
Office and Equipment over 2500		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	35,425	1,339	$34,086	3.78%
USFWS Roadway Boat Inspections					
Personnel		149,052	68,633	80,419	46.05%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	39,423	(39,423)	0.00%
Operating Expenses		-	44,599	(44,599)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		1,650,588	520,359	1,130,228	31.53%
Pass-through Expenditure		-	-	-	0.00%
Office and Equipment over 2500		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,799,640	673,015	$1,126,625	37.40%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Op Trans In(Out)		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	-	-	$0	0.00%
AIS Fund Totals					
Personnel		294,440	129,803	83,200	44.08%
Out-of-State Travel		-	543	-	0.00%
In-State Travel		-	118	(118)	0.00%
Admin & Overhead Expense		1,152	46,182	(5,513)	4010.18%
Operating Expenses		185,540	118,897	127,010	64.08%
Information Services		-	-	156,351	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		1,919,296	616,757	138,754	32.13%

Pass-through Expenditure	-	-	-	0.00%
Pass-through Expenses	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	2,400,427	912,300	499,683	38.01%
Total Revenue	2,400,427	981,544	(1,418,883)	40.89%
Total Expenditures	2,400,427	912,300	1,488,127	38.01%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenditures	(0)	69,244	$69,244	

Tahoe Regional Planning Agency
YTD October 2011

TRANSPORTATION FUND

	BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES				
Federal Grant Revenue	$ 3,718,177	$ 507,293	(3,210,884)	13.64%
State Revenue	-	316,880	316,880	0.00%
Local Revenue	-	-	-	0.00%
Fees For Service Revenue	-	-	-	0.00%
Investment Revenue	-	198	198	0.00%
Other Financing Sources and Uses			-	0.00%
Passthrough Revenue	-	-	-	0.00%
Total Revenues	$ 3,718,177	824,371	(2,893,806)	22.17%
EXPENSES				
Transportation Expenses				
Personnel	$ 543,708	$ 200,691	343,017	36.91%
Travel	-	-	-	0.00%
Admin & Overhead Expense	-	115,277	(115,277)	0.00%
Operating Expenses	(100,000)	(37,251)	(62,749)	37.25%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	3,274,469	1,297,144	1,977,325	39.61%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Total Expenses	$ 3,718,177	$ 1,575,861	$ 2,142,316	42.38%
Total Revenue	3,718,177	824,371	(2,893,806)	22.17%
Total Expense	3,718,177	1,575,861	2,142,316	42.38%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses	(0)	(751,490)	(751,489)	

Tahoe Regional Planning Agency
YTD October 2011

128 MARKET STREET FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		-	-	-	0.00%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		-	-	-	0.00%
Tenant Rental Income		1,055,560	455,735	(599,826)	43.17%
Common Area Maintenance Fee		12,000	8,428	(3,572)	70.23%
Interest and Investment Revenue		1,200	617	(583)	51.39%
Other Revenue		-	-	-	0.00%
	Total Revenues	1,068,760	464,779	(603,981)	43.49%
EXPENSES					
128 Market Street Expenses					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		108,900	13,212	95,688	12.13%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Professional Services		-	-	-	0.00%
Debt Service Principal		-	-	-	0.00%
Capital Outlay		100	-		
Interest Expense		-	-	-	0.00%
	Total Expenses	109,000	13,212	95,788	12.12%
128 Market Street - CAM					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		70,072	43,430	26,642	61.98%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	70,072	43,430	26,642	61.98%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Interest Expense		649,688	324,841	324,847	50.00%
Debt Service Principal		240,000	7,352	232,648	3.06%
	Total Expenses	**889,688**	**332,194**	**557,494**	**37.34%**
128 Market Street Fund Total					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		178,972	56,643	122,329	31.65%
Information Services		-	-	-	0.00%

Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Interest Expense	649,788	324,841	324,947	49.99%
Principal Debt Payments	240,000	7,352	232,648	3.06%
Total Expenses	1,068,760	388,836	679,924	36.38%
Total Revenue	1,068,760	464,779	(603,981)	43.49%
Total Expense	1,068,760	388,836	679,924	36.38%
Excess (Deficiency) of Revenues Over Expenses	-	75,943	75,943	

TAHOE REGIONAL PLANNING AGENCY

Mail
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Stateline, NV 89449-5310

Location
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MEMORANDUM

Date: January 18, 2012
To: TRPA Operations Committee
From: TRPA Staff
Subject: Fiscal Year 2012, December Financial Statements

Requested Action: Governing Board Acceptance of the December 2011 Financial Statements for Fiscal Year 2012.

Staff Recommendation: Staff recommends Governing Board acceptance of the December financial statements for Fiscal Year 2012 as presented.

Required Motion: In order to accept the December 2011 Financial Statement, the Governing Board must make the following motion:

1) A motion to accept the December 2011 Financial Statement.

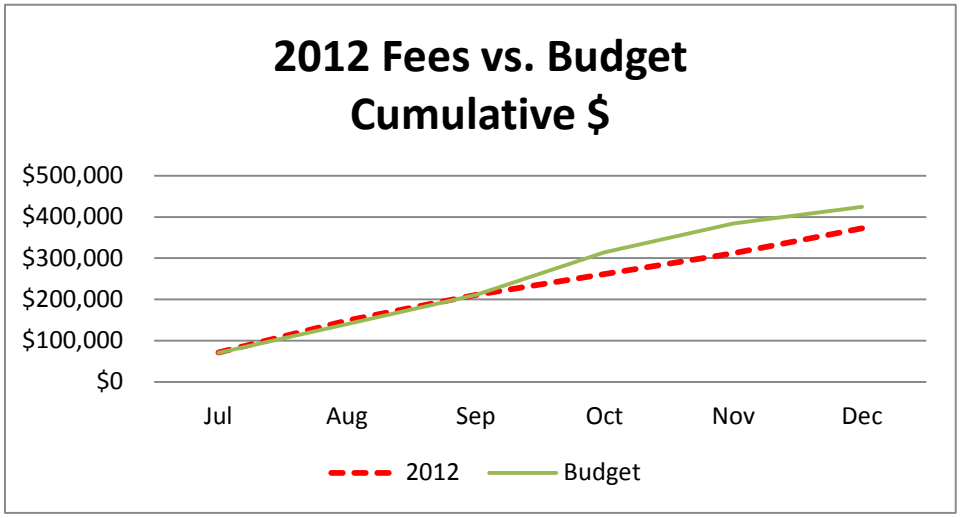
In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background:

As of December 2011, 50% of the fiscal year is complete. We have secured 90% of the General Fund's revenue, and 71% of all projected revenues for Fiscal Year 2012. Overall, the Agency has spent 47% of its total annual budget when pass-throughs are eliminated. *(Note: Pass through Revenue and expenses are not included in the budget, and offset each other at year-end.)*

Issues/Concerns:

On the revenue side, we continue to be concerned about Filing Fees. While the Agency was on track through the first quarter of FY 2012, those revenues started to fall off in October/November. There was a pickup in December reducing the shortfall by $20K. We are now $51K below anticipated revenue in this area (see Chart below). We will continue to monitor filing fees.



On the expense side, there are several categories of expenses where we have spent more than 55% of the annual budget. Details by area are:

- The Maintenance category has spent 57% of the annual budget. Two items are driving this: a) The Agency's primary software maintenance agreements have an annual fee, paid near the beginning of the Fiscal Year. That does not represent a budget issue. b) Roof leaks at TRPA Headquarters building required repairs prior to the onset of winter. As a result, we have spent the building fund's repair budget for the year. If additional problems arise, there would be a budget hit.
- We have spent 61% of the Supplies budget for the year. This is due to materials purchased to treat milfoil in the Tahoe Keys area. Grants fund this work, and we can re-program money to cover the expense.
- Vehicles show spending of 86% of the year's budgets. The Agency purchased two new vehicles and the accounting entry was incorrect. We will fix this in January.
- Utilities are at 59% of our annual budget. This is due to propane costs for the watercraft decontamination station in Meyers hitting the Utilities account, although it was budgeted in Contract Services (which is under-running). We will adjust the budgets to match where the costs are charged.
- We have made a management decision to emphasize staff development through additional training. That has led us to overrun the training budget for the year (under Services). We will re-align budgets, taking reductions in other areas.
- A&O Expenses are at 113% of budget, but this is an allocation offset by A&O revenues, which do not appear on the summary. We will develop a report that more clearly shows that offset.

If you have any questions, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org.

Attachments:

Enclosure I	Agency Revenue and Expenditure Summary
Enclosure II	Statement of Revenues, Expenditures, and Changes in Fund Balance

TRPA Financials

Fiscal YTD December 2011 (50% of FY year complete)

	General Fund	Implement	Threshold	Shorezone	Fines & Forfeits	SWMP	AIS	Transp	Building	Special Funds	Agency Total	Budget	% of Budg *
Page #	*40*	*45*	*47*	*48*	*50*	*51*	*54*	*57*	*58*				
Revenue													
State & Local	5,180,358	202	256,640	124,000	-	-	-	-	-	380,842	5,561,200	5,560,639	100%
Grants	-	76,407	-	(70)	-	510,480	1,554,756	1,613,554	545,881	4,301,442	4,301,442	7,933,545	54%
Fees	521,907	-	-	(480)	210,876	-	-	-	8,601	218,997	740,903	1,152,602	64%
Other	675,415	-	1,903	2,012	189	(0)	-	1,401	2,123	7,627	683,043	1,132,523	60%
Passthrough Rev	189,606	-	-	-	-	-	-	-	-	-	189,606	189,606	100%
Total Revenue	**6,567,287**	**76,609**	**258,543**	**125,462**	**211,065**	**510,479**	**1,554,756**	**1,614,955**	**556,604**	**4,908,908**	**11,476,194**	**15,779,309**	**71.5%**
Budget	*7,296,690*	*129,113*	*256,640*	*124,000*	*165,000*	*620,502*	*2,400,427*	*3,718,177*	*1,068,760*	*8,482,619*	*15,779,309*	↑ *without Passthroughs*	
% of Budget Rec'd	*90%*	*59%*	*101%*	*101%*	*128%*	*82%*	*65%*	*43%*	*52%*	*58%*	*73%*		
Expenses													
Compensation	1,482,511	30,561	38,532	74,852	-	195,407	135,393	205,917	-	680,662	2,163,174	4,644,471	47%
Benefits	390,294	7,997	6,013	13,892	-	42,679	28,921	53,425	-	152,927	543,222	1,165,507	47%
Contracts	558,683	2,000	122,787	23,244	75,401	65,685	817,794	1,595,186	-	2,702,095	3,260,779	7,498,184	43%
Financing	728	-	-	-	-	-	4,160	-	334,032	338,192	338,919	892,188	38%
Rent	345,835	-	-	6,000	-	78	16,954	1,712	-	24,744	370,579	733,980	50%
Maintenance	79,143	-	-	-	-	-	4,182	-	31,217	35,399	114,542	200,952	**57%**
Supplies	58,323	-	8	-	-	466	37,242	251	-	37,967	96,290	156,751	**61%**
Misc.	41,770	-	-	5,530	-	-	1,067	2,997	17,590	27,184	68,955	123,586	**56%**
Vehicles	49,514	-	-	33,333	-	-	19,931	-	-	53,264	102,778	120,138	**86%**
Utilities	23,197	-	217	-	-	-	7,594	-	22,848	30,658	53,855	92,000	**59%**
Equipment	17,361	-	1,130	53	-	-	21,404	-	-	22,587	39,948	79,000	51%
Services	56,506	-	-	-	-	65	1,210	340	2,705	4,320	60,825	59,945	**101%**
Travel	8,287	292	-	-	-	-	661	1,072	-	2,025	10,312	28,100	37%
Passthrough Exp	410,422	-	-	-	-	-	-	-	-	-	410,422	410,422	100%
A&O	-	22,148	-	31,060	-	136,757	54,879	148,966	-	393,811	393,811	349,769	**113%**
Op Xfers	93,258	-	50,000	-	-	(93,258)	-	(50,000)	-	(93,258)	-	79,412	0%
Total Expenses	**3,615,834**	**62,999**	**218,686**	**187,963**	**75,401**	**347,879**	**1,151,391**	**1,959,866**	**408,391**	**4,412,576**	**8,028,410**	**16,223,984**	**47.0%**
Budget	*7,296,690*	*129,113*	*491,733*	*333,582*	*165,000*	*620,502*	*2,400,427*	*3,718,177*	*1,068,760*	*8,927,294*	*16,223,984*	↑ *without Passthroughs*	
% of Budget Used	*50%*	*49%*	*44%*	**56%**	*46%*	**56%**	*48%*	*53%*	*38%*	*49%*	*49%*		
Fund Net	**2,951,453**	**13,610**	**39,857**	**(62,502)**	**135,664**	**162,601**	**403,365**	**(344,911)**	**148,213**	**496,332**	**3,447,784**		-

* Significant variations from the percentage of year completed are highlighted in grey with white text

Page number shows starting point in detailed financials for each fund

Tahoe Regional Planning Agency
YTD October 2011

Enclosure II

PRELIMINARY STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

GENERAL FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		5,029,999	5,030,359	360	100.01%
Local revenue		150,000	149,999	(1)	100.00%
Fees For Service Revenue		993,368	501,482	(491,886)	50.48%
Investment Revenue		20,000	14,542	(5,458)	72.71%
Passthrough Revenue		-	189,606	189,606	0.00%
Admin and Overhead Revenue		1,103,323	436,705	(666,618)	39.58%
Litiigation Reimbursements		-	216,303	216,303	0.00%
Other Revenue		-	28,291	28,291	0.00%
	Total Revenues	7,296,690	6,567,287	(729,404)	90.00%
EXPENSES					
Governing Board					
Personnel		139,871	57,035	82,836	40.78%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	2,931	(2,931)	0.00%
Commercial Air trans - In Stat		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		21,000	5,810	15,190	27.66%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	160,871	65,776	95,095	40.89%
Executive					
Personnel		111,209	63,164	48,045	56.80%
Out-of-State Travel		5,000	299	4,701	5.99%
In-State Travel		2,500	1,262	1,238	50.50%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		2,445	2,283	162	93.38%
Information Services		-	-	-	0.00%
Training		-	250	(250)	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		75,000	7,500	67,500	10.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	196,154	74,759	121,395	38.11%
Communications					
Personnel		293,535	150,098	143,438	51.13%
Out-of-State Travel		5,000	61	4,939	1.23%
In-State Travel		-	503	(503)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		16,650	17,822	(1,172)	107.04%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Repro & Printing		5,000	1,575	3,425	31.50%
Contract Services		5,000	635	4,366	12.69%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	325,185	170,693	154,492	52.49%

Information Technology					
Personnel		272,306	131,213	141,093	48.19%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	63	(63)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		116,000	40,097	75,903	34.57%
Information Services		146,000	84,786	61,214	58.07%
Training		-	600	(600)	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		20,000	-	20,000	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	554,306	256,759	297,547	46.32%
Admin Support Team					
Personnel		74,148	41,161	32,987	55.51%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	74,148	41,161	32,987	55.51%
Operations Support					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	-	-	-	0.00%
General Services					
Personnel		62,371	33,121	29,250	53.10%
Out-of-State Travel		-	189	(189)	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		870,604	471,063	399,541	54.11%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	932,975	504,373	428,602	54.06%
Finance Operations					
Personnel		348,718	165,632	183,086	47.50%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		65,950	14,919	51,031	22.62%
Information Services		-	18,722	(18,722)	0.00%
Training		-	-	-	0.00%

Utility Expenses		-	-	-	0.00%
Contract Services		500	-	500	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	415,168	199,272	215,896	48.00%
Human Resources					
Personnel		327,777	129,538	198,239	39.52%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	60	(60)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		158,870	38,455	120,415	24.21%
Information Services		-	-	-	0.00%
Training		12,000	33,351	(21,351)	277.93%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	498,647	201,404	297,243	40.39%
Implementation					
Personnel		427,634	149,590	278,043	34.98%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		8,000	1,922	6,078	24.03%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		67,638	19,242	48,396	28.45%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	503,272	170,755	332,517	33.93%
Planning					
Personnel		984,696	494,072	490,624	50.18%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	226	(226)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		6,800	818	5,982	12.03%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		30,000	69,670	(39,670)	232.23%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,021,496	564,786	456,710	55.29%
Measurement & Reporting					
Personnel		250,498	102,812	147,685	41.04%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	520	(520)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		15,000	1,901	13,099	12.67%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		404,559	134,426	270,132	33.23%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	670,056	239,659	430,397	35.77%
Regional Plan Update					

Personnel		452,825	213,787	239,038	47.21%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		100,500	25,700	74,800	25.57%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Equipment		-	-	-	0.00%
Contract Services		492,318	79,814	412,504	16.21%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,045,643	319,301	726,342	30.54%
Measurement & Reporting Adaptive Management					
Personnel		-	1,669	(1,669)	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	2,423	(2,423)	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	-	4,091	(4,091)	0.00%
Compliance					
Personnel		85,375	40,415	44,960	47.34%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	85,375	40,415	44,960	47.34%
Legal					
Personnel		127,192	72,777	54,415	57.22%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	630	(630)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		13,600	1,139	12,461	8.38%
Information Services		-	-	-	0.00%
Training		-	395	(395)	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		250,000	184,735	65,265	73.89%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	390,792	259,676	131,117	66.45%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	57	(57)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%

Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	410,422	(410,422)	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	422,602	93,258	329,344	22.07%
Total Expenditures	422,602	503,738	(81,136)	119.20%
General Fund Total				
Personnel	3,958,155	1,846,085	2,112,070	46.64%
Out-of-State Travel	10,000	549	9,451	5.49%
In-State Travel	2,500	6,194	(3,694)	247.77%
Admin & Overhead Expense	-	-	-	0.00%
Operating Expenses	1,379,418.74	616,177	763,242	44.67%
Information Services	167,000	109,318	57,682	65.46%
Training	12,000	34,596	(22,596)	288.30%
Utility Expenses	-	-	-	0.00%
Contract Services	1,325,015	498,445	826,570	37.62%
Passthrough Expenditure	-	410,422	(410,422)	0.00%
Capital Outlay	20,000	-	20,000	0.00%
Other Financing Sources (Uses)	422,602	93,258	329,344	22.07%
Total Expenditures	7,296,690	3,615,044	3,681,647	49.54%
Total Revenue	7,296,690	6,567,287	(729,404)	90.00%
Total Expenditures	7,296,690	3,615,044	3,681,647	49.54%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenditures	0	2,952,243	2,952,243	

Tahoe Regional Planning Agency
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IMPLEMENTATION FUNDS

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		119,682	60,348	(59,335)	50.42%
State Revenue		526	16,262	15,736	3091.55%
Local revenue		8,905	-	(8,905)	0.00%
Fees For Service Revenue		-	-	-	0.00%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	-	-	0.00%
	Total Revenues	129,113	76,609	(52,504)	59.33%
EXPENSES					
Asian Clam					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	2,000	(2,000)	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
		-	2,000	(2,000)	-
State Historic Preservation					
Personnel		27,258	13,405	13,853	49.18%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		15,657	7,700	7,957	49.18%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	42,916	21,105	21,811	49.18%
BOR Forest Fuels TFFT					
Personnel		48,759	23,170	25,589	47.52%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	292	(292)	0.00%
Admin & Overhead Expense		28,007	13,309	14,698	47.52%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	76,767	36,772	39,995	47.90%
CTC EIP					
Personnel		334	268	66	80.20%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		192	154	38	80.21%

Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	526	422	104	80.20%
NDF Healthy Forest/Lake				
Personnel	5,656	1,715	3,941	30.32%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	3,249	985	2,264	30.32%
Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	-	-	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	8,905	2,700	6,205	30.32%
EIP Grant Fund Total				
Personnel	82,008	38,559	43,449	47.02%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	292	(292)	0.00%
Admin & Overhead Expense	47,105	22,148	24,957	47.02%
Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	2,000	(2,000)	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	129,113	62,999	66,115	48.79%
Total Revenue	129,113	76,609	(52,504)	59.33%
Total Expenditures	129,113	62,999	66,115	48.79%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenditures	(0)	13,610	13,611	0.00%

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THRESHOLD STUDIES FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		256,640	256,640	-	100.00%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		-	-	-	0.00%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	1,903	1,903	0.00%
	Total Revenues	256,640	258,543	1,903	100.74%
EXPENSES					
Threshold Studies - General Air Quality					
Personnel		135,539	44,545	90,994	32.86%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	1,130	(1,130)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	8	(8)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	217	(217)	0.00%
Contract Services		256,194	122,787	133,407	47.93%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	391,733	168,686	223,046	43.06%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing (Sources) Uses		100,000	50,000	50,000	50.00%
	Total Expenses	100,000	50,000	50,000	50.00%
Threshold Studies Fund Total					
Personnel		135,539	44,545	90,994	32.86%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	1,130	(1,130)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	8	(8)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	217	(217)	0.00%
Contract Services		256,194	122,787	133,407	47.93%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing (Sources) Uses		100,000	50,000	50,000	50.00%
	Total Expenditure	491,733	218,686	273,046	44.47%
	Total Revenue	256,640	258,543	1,903	100.74%
	Total Expenditure	491,733	218,686	273,046	44.47%
	Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses		(235,093)	39,857	274,949	

Tahoe Regional Planning Agency
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SHOREZONE FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		124,000	124,000	-	100.00%
Fees For Service Revenue (Enforecement 50% of RF + >1 Bı		-	-	-	0.00%
Monitoring Fees (30% RF)		-	195	195	0.00%
Blue Boating Fees		-	-	-	0.00%
Mooring Application Permit Fee		-	(500)	(500)	0.00%
Scenic Mitigation Revenue		-	(70)	(70)	0.00%
Investment Revenue		-	2,012	2,012	0.00%
Boat Wash Station Mitigation		-	-	-	0.00%
Filing Fees		-	(175)	(175)	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
	Total Revenues	124,000	125,462	1,462	101.18%
EXPENSES					
Watercraft					
Personnel		79,890	42,303	37,586	52.95%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Operating Expenses		150,963	60,607	90,357	40.15%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	230,853	102,910	127,943	44.58%
Shorezone Implementation					
Personnel		47,756	22,153	25,604	46.39%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		16,715	7,753	8,961	46.39%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	64,471	29,906	34,565	46.39%
Shorezone Monitoring					
Personnel		20,932	24,288	(3,356)	116.03%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		7,326	8,501	(1,174)	116.03%
Operating Expenses		10,000	53	9,947	0.53%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	22,306	(22,306)	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	38,258	55,148	(16,889)	144.15%
Shorezone Fund Total					
Personnel		148,578	88,744	59,834	59.73%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%

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Admin & Overhead Expense	158,290	69,108	89,182	43.66%
Operating Expenses	26,715	7,806	18,908	29.22%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	-	22,306	(22,306)	0.00%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditure	333,582	187,963	145,618	56.35%
Total Revenue	124,000	125,462	1,462	101.18%
Total Expenditure	333,582	187,963	145,618	56.35%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses	(209,582)	(62,502)	147,080	

Tahoe Regional Planning Agency
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SPECIAL STUDIES FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		-	-	-	0.00%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		165,000	210,876	45,876	127.80%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	189	189	0.00%
	Total Revenues	165,000	211,065	46,065	127.92%
EXPENSES					
Special Studies					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		165,000	75,401	89,599	45.70%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	165,000	75,401	89,599	45.70%
Special Studies Fund Total					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		165,000	75,401	89,599	45.70%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	165,000	75,401	89,599	45.70%
	Total Revenue	165,000	211,065	46,065	127.92%
	Total Expense	165,000	75,401	89,599	45.70%
	Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses		-	135,664	135,664	

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EROSION CONTROL FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		439,016	486,756	47,739	110.87%
State Revenue		181,486	23,724	(157,762)	13.07%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		-	-	-	0.00%
Investment Revenue		-	-	-	0.00%
Passthrough Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	(0)	(0)	0.00%
	Total Revenues	620,502	510,479	(110,023)	82.27%
EXPENSES					
Consolidated Grants					
Personnel		121,223	158,557	(37,334)	130.80%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		69,631	91,075	(21,445)	130.80%
Operating Expenses		40,000	13,967	26,033	34.92%
Information Services		-	-	-	0.00%
Training		19,000	65	18,935	0.34%
Utility Expenses		-	-	-	0.00%
Contract Services		16,000	801	15,199	5.01%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	265,854	264,466	1,387	99.48%
General Fund Erosion Control					
Personnel		77,083	18,036	59,047	23.40%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		44,277	10,360	33,917	23.40%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	121,360	28,397	92,964	23.40%
BMP Federal 319 (CA) Grant					
Personnel		18,207	5,365	12,842	29.47%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		10,458	3,082	7,377	29.47%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		100,000	46,288	53,712	46.29%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	128,665	54,734	73,931	42.54%
BMP Federal 319 (NV) Grant					
Personnel		39,655	11,948	27,706	30.13%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		22,778	6,863	15,914	30.13%
Operating Expenses		-	63	(63)	0.00%

Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	62,432	18,875	43,557	30.23%
TRCD Prop 50 - Enforecement & Other					
Personnel		146,976	21,204	125,773	14.43%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		84,423	12,179	72,244	14.43%
Operating Expenses		25,000	3,284	21,716	13.14%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	256,400	36,668	219,732	14.30%
BOR BMP Enforcement & Other					
Personnel		31,239	22,976	8,263	73.55%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		17,944	13,197	4,746	73.55%
Operating Expenses		-	1,825	(1,825)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	49,183	37,998	11,185	77.26%
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Op Trans In(Out)		(263,392)	(93,258)	(170,134)	35.41%
	Total Expenses	(263,392)	(93,258)	(170,134)	35.41%
Erosion Control Fund Total					
Personnel		434,384	238,087	196,297	54.81%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		249,510	136,757	112,753	54.81%
Operating Expenses		65,000	19,139	45,861	29.45%
Information Services		-	-	-	0.00%
Training		19,000	65	18,935	0.34%
Utility Expenses		-	-	-	0.00%
Contract Services		116,000	47,089	68,911	40.59%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		(263,392)	(93,258)	(170,134)	35.41%
	Total Expenses	620,502	347,879	272,623	56.06%

Tahoe Regional Planning Agency
YTD October 2011

Total Revenue	620,502	510,479	(110,023)	82.27%
Total Expense	620,502	347,879	272,623	56.06%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses	0	162,601	162,601	0.00%

Tahoe Regional Planning Agency
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AQUATIC INVASIVE SPECIES FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		1,842,374	1,131,854	(710,520)	61.43%
State Revenue		1,052	74,877	73,825	7116.55%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		557,000	348,024	(208,976)	62.48%
Investment Revenue		-	-	-	0.00%
Pass-through Revenue		-	-	-	0.00%
Admin and Overhead Revenue		-	-	-	0.00%
Other Revenue		-	-	-	0.00%
	Total Revenues	2,400,427	1,554,756	($845,671)	64.77%
EXPENSES					
Bureau of Reclamation TRCD AIS					
		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Admin & Overhead Expenses		-	-	-	0.00%
Operating Expenses		-	18,109	(18,109)	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	$ -	$ 18,109	$ (18,109)	0.00%
Bureau of Reclamation TRCD AIS					
		-	454	(454)	0.00%
Out-of-State Travel		-	543	(543)	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Admin & Overhead Expenses		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	$ -	$ 997	$ (997)	0.00%
Bureau of Reclamation TRCD AIS					
Personnel		136,309	64,902	71,407	47.61%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	118	(118)	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		185,540	30,817	154,723	16.61%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		235,151	82,085	153,066	34.91%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	557,000	$ 177,921	$ 379,079	31.94%
BOR TRCD AIS					
Personnel		668	-	668	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Operating Expenses		384	-	384	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%

Contract Services		-	-	-	0.00%
Boat Supplies		-	-	-	0.00%
Office and Equipment over 2500		-	-	-	0.00%
Boat Supplies		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,052	-	$1,052	0.00%
	Total Expenses				
SNPLMA US Fish Wild. Svc. AIS					
Personnel		-	686	(686)	0.00%
Per Diem - Out-of-State		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Operating Expenses		-	394	(394)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	-	1,080	($1,080)	0.00%
	Total Expenses				
Army Corp of Engineers AIS					
Personnel		913	3,416	(2,503)	374.24%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		384	-	384	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,297	3,416	($2,119)	263.45%
NDSL Bottom Barrier					
Personnel		668	356	312	53.24%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		384	204	179	53.24%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Pass-through Expenditure		-	-	-	0.00%
Pass-through Expenses		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	1,052	560	$492	53.24%
USFWS Roadway Boat Inspections					
Personnel		4,961	8,245	(3,284)	166.21%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	4,736	(4,736)	0.00%
Operating Expenses		-	29,341	(29,341)	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	16,467	(16,467)	0.00%
Pass-through Expenditure		-	-	-	0.00%
Office and Equipment over 2500		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenditures	4,961	58,789	($53,828)	1185.08%
USFWS Roadway Boat Inspections					
Personnel		1,868	895	973	47.91%
Out-of-State Travel		-	-	-	0.00%

In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	-	514	(514)	0.00%
Operating Expenses	-	-	-	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	33,557	-	33,557	0.00%
Pass-through Expenditure	-	-	-	0.00%
Office and Equipment over 2500	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	35,425	1,409	$34,016	3.98%
USFWS Roadway Boat Inspections				
Personnel	149,052	85,360	63,692	57.27%
Out-of-State Travel	-	-	-	0.00%
In-State Travel	-	-	-	0.00%
Admin & Overhead Expense	-	49,031	(49,031)	0.00%
Operating Expenses	-	45,595	(45,595)	0.00%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	1,650,588	709,124	941,464	42.96%
Pass-through Expenditure	-	-	-	0.00%
Office and Equipment over 2500	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	1,799,640	889,110	$910,530	49.40%
AIS Fund Totals				
Personnel	294,440	164,314	65,915	55.81%
Out-of-State Travel	-	543	-	0.00%
In-State Travel	-	118	(118)	0.00%
Admin & Overhead Expense	1,152	54,485	(4,183)	4731.22%
Operating Expenses	185,540	124,255	125,382	66.97%
Information Services	-	-	154,723	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	1,919,296	807,676	136,599	42.08%
Pass-through Expenditure	-	-	-	0.00%
Pass-through Expenses	-	-	-	0.00%
Other Financing Sources (Uses)	-	-	-	0.00%
Total Expenditures	2,400,427	1,151,391	478,319	47.97%
Total Revenue	2,400,427	1,554,756	(845,671)	64.77%
Total Expenditures	2,400,427	1,151,391	1,249,036	47.97%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenditures	(0)	403,365	$403,365	

Tahoe Regional Planning Agency
YTD October 2011

TRANSPORTATION FUND

	BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES				
Federal Grant Revenue	$ 3,718,177	$ 1,212,782	(2,505,395)	32.62%
State Revenue	-	400,773	400,773	0.00%
Local Revenue	-	-	-	0.00%
Fees For Service Revenue	-	-	-	0.00%
Investment Revenue	-	1,401	1,401	0.00%
Other Financing Sources and Uses			-	0.00%
Passthrough Revenue	-	-	-	0.00%
Total Revenues	$ 3,718,177	1,614,955	(2,103,222)	43.43%
EXPENSES				
Transportation Expenses				
Personnel	$ 543,708	$ 259,342	284,366	47.70%
Travel	-	-	-	0.00%
Admin & Overhead Expense	-	148,966	(148,966)	0.00%
Operating Expenses	(100,000)	(43,629)	(56,371)	43.63%
Information Services	-	-	-	0.00%
Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	3,274,469	1,595,186	1,679,283	48.72%
Passthrough Expenditure	-	-	-	0.00%
Capital Outlay	-	-	-	0.00%
Total Expenses	$ 3,718,177	$ 1,959,866	$ 1,758,311	52.71%
Total Revenue	3,718,177	1,614,955	(2,103,222)	43.43%
Total Expense	3,718,177	1,959,866	1,758,311	52.71%
Contingency	-	-	-	0.00%
Excess (Deficiency) of Revenues Over Expenses	(0)	(344,911)	(344,910)	

Tahoe Regional Planning Agency
YTD October 2011

128 MARKET STREET FUND

		BUDGET	YEAR-TO-DATE	VARIANCE	% TO DATE
REVENUES					
Federal Grant Revenue		-	-	-	0.00%
State Revenue		-	-	-	0.00%
Local revenue		-	-	-	0.00%
Fees For Service Revenue		-	-	-	0.00%
Tenant Rental Income		1,055,560	545,881	(509,679)	51.71%
Common Area Maintenance Fee		12,000	8,601	(3,399)	71.67%
Interest and Investment Revenue		1,200	2,123	923	176.88%
Other Revenue		-	-	-	0.00%
	Total Revenues	1,068,760	556,604	(512,156)	52.08%
EXPENSES					
128 Market Street Expenses					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		108,900	19,369	89,531	17.79%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Professional Services		100	-	100	0.00%
Debt Service Principal		-	-	-	0.00%
Capital Outlay		-	-		
Interest Expense		-	-	-	0.00%
	Total Expenses	109,000	19,369	89,631	17.77%
128 Market Street - CAM					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		70,072	54,991	15,081	78.48%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Capital Outlay		-	-	-	0.00%
Other Financing Sources (Uses)		-	-	-	0.00%
	Total Expenses	70,072	54,991	15,081	78.48%
Miscellaneous					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		-	-	-	0.00%
Information Services		-	-	-	0.00%
Training		-	-	-	0.00%
Utility Expenses		-	-	-	0.00%
Contract Services		-	-	-	0.00%
Passthrough Expenditure		-	-	-	0.00%
Interest Expense		649,688	324,841	324,847	50.00%
Debt Service Principal		240,000	9,190	230,810	3.83%
	Total Expenses	**889,688**	**334,032**	**555,656**	**37.54%**
128 Market Street Fund Total					
Personnel		-	-	-	0.00%
Out-of-State Travel		-	-	-	0.00%
In-State Travel		-	-	-	0.00%
Admin & Overhead Expense		-	-	-	0.00%
Operating Expenses		178,972	74,360	104,612	41.55%
Information Services		-	-	-	0.00%

Training	-	-	-	0.00%
Utility Expenses	-	-	-	0.00%
Contract Services	100	-	100	0.00%
Passthrough Expenditure	-	-	-	0.00%
Interest Expense	649,688	324,841	324,847	50.00%
Principal Debt Payments	240,000	9,190	230,810	3.83%
Total Expenses	1,068,760	408,391	660,369	38.21%
Total Revenue	1,068,760	556,604	(512,156)	52.08%
Total Expense	1,068,760	408,391	660,369	38.21%
Excess (Deficiency) of Revenues Over Expenses	-	148,213	148,213	

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: January 18, 2012
To: TRPA Governing Board
From: TRPA Staff
Subject: Approval of the Charter for the Board Governance Committee

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Requested Action: Governing Board Approval of the Charter for the Board Governance Committee.

Staff Recommendation: Staff recommends the Governing Board approve the Charter as drafted by the Board Governance Committee

Required Motions: The Governing Board must make the following motion:

A motion to approve the Charter of the Board Governance Committee.

In order for the motions to pass, affirmative votes of any eight Board members are required.

Project Description/Background: At its meeting on December 15, 2011, the Committee approved the attached draft charter for its work going forward.

If you have any questions, please contact Ed Gurowitz at (775) 589-5242 or egurowitz@trpa.org.

PROPOSED CHARTER FOR THE BOARD GOVERNANCE COMMITTEE

The purpose of the Board Governance Committee is to establish the principles by which the Governing Board governs itself and, by extension, the Agency. The responsibilities of the Committee include but are not limited to:

- Proposing to the Governing Board a model of governance and governance policies delineating the expectations of the Governing Board and the Executive within the parameters of the Compact.
- Providing guidance to the Governing Board on norms of conduct including matters of parliamentary procedure and **being accountable for maintaining those procedures**
- Providing guidance to the Governing Board on consideration of revisions to the Rules of Procedure in the direction of greater openness, transparency, and efficiency

TAHOE REGIONAL PLANNING AGENCY

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LAKE TAHOE EIP
CONSERVATION. CLEARLY.

MEMORANDUM

Date:	January 18, 2012
To:	TRPA Governing Board
From:	TRPA Staff
Subject:	Approval of the California Tahoe Conservancy's Lower Blackwood Creek Restoration Project (EIP 606, 657, 883); Placer County, California; File #: 530-101-00/EIPC2008-0039.

Requested Action: Governing Board action on the proposed Lower Blackwood Creek Restoration Project and a finding of no significant environmental effect.

Staff Recommendation: Staff recommends that the Governing Board make the requested findings and approve the proposed project.

Required Motions: In order to approve the proposed project, the Board must make the following motions, based on this staff summary and the evidence in the record:

1) A motion to approve the required findings (see Attachment A), including a finding of no significant effect; and 2) A motion to approve the proposed project subject to the conditions contained in the draft permit (see Attachment B).

In order for the motions to pass, an affirmative 5-9 (5 CA – 9 Total) vote of the Board is required.

Project Description/Background: The California Tahoe Conservancy is proposing to construct an environmental improvement, river restoration project along Blackwood Creek near Highway 89 and Tahoe Pines.

The Blackwood Creek watershed is located on Lake Tahoe's west shore in Placer County, south of Tahoe City, and empties into Lake Tahoe near the communities of Tahoe Pines and Idlewild. The proposed project area is located along Blackwood Creek immediately west of Highway 89. Historic upland and stream corridor disturbance in the watershed has resulted in elevated runoff sediment loads and high rates of bank erosion. In the lower portion of Blackwood Creek, historical aerial photos indicate multiple channel scars and distributary flood paths, including evidence that the main channel previously flowed significantly south of its present course. The lower Blackwood Creek watershed is a high priority for restoration because of the high sediment loads entering Lake Tahoe.

PS/ea

CONSENT CALENDAR ITEM NO. T

The purpose of the proposed project is to reduce the historical disturbances that have affected the lower reaches of Blackwood Creek and to improve water quality in Lake Tahoe. The project objectives are to restore the stream environment zone and improve aquatic habitat. Specific stream restoration objectives for the proposed project include:

- to improve stream habitat and riparian vegetation;
- to reduce sediment sources in the project reach and watershed;
- to provide recreational access and wildlife restoration opportunities on appropriate Conservancy parcels.

Specific riparian and aquatic habitat enhancement objectives include:

- stabilization of excessively eroding and over-steepened creek banks;
- improved connectivity of floodplain to stream channel; and
- increased roughness and diversity of hydraulic conditions along the channel banks to provide areas of slower velocities, depositional pockets, or backwater areas that provide for more diverse and improved habitat.

The proposed project entails restoration of approximately 1,200 linear feet of the existing lower Blackwood Creek stream channel. The construction and revegetation elements of the project will be completed in one year, although irrigation will continue for an additional 3 years. Construction of the new river channel will take place during low flow conditions, typically late July through October 15. Restoration elements of the proposed project are:

- rootwad revetment to replace existing eroding banks, provide riparian planting sites, increase bank hydraulic roughness and complexity, and provide SRA;
- bank regrading to provide stable upper banks for riparian and upland planting;
- constructed riffles and boulder clusters to maintain the channel bed elevation and increase in-channel complexity;
- excavated floodplain benches and surfaces to provide riparian planting sites with improved soil moisture and stability, and promote sediment deposition; and
- channel realignment, where necessary, to accommodate installation of log stabilization structures and reduce erosive forces.

The proposed project is located on property owned by the California Tahoe Conservancy and the County of Placer. The entire project area is located within Plan Area Statement (PAS) 162 – BLACKWOOD.

Issues/Concerns: The proposed project involves substantial tree removal, and therefore requires Governing Board review in accordance with Chapter 4, Appendix A, of the TRPA Code of Ordinances. The primary project related issue is:

> Tree Removal: The proposed project will remove approximately 122 trees over 10 inches in diameter at breast height (dbh). Of these, approximately 42 are over 20 inches dbh and 3 are over 30 inches dbh. Most of these trees are white fir and lodgepole pines that have invaded the floodplain due to stream channel incision resulting in a lowered groundwater table. The removal of these trees is necessary to construct a more functioning floodplain and to allow riparian vegetation to re-establish. An additional 18

trees over 10 inches dbh located within close proximity to the proposed project will be protected in place but may potentially be harmed by project construction.

Regional Plan Compliance: The proposed project complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances, including all required findings in Chapters 6, 28, 71, and 79 of the TRPA Code of Ordinances (see attachment A for details).

Contact Information: If you have any questions, please contact (Patrick Stone, Senior Fisheries and Wildlife Biologist) at (pstone@trpa.org) or (775-589-5213).

Attachments:

A. Required Findings/Rationale
B. Draft Permit

Required Findings/Rationale

Required Findings: The following is a list of the required findings as set forth in Chapters 6, 28, 71, and 79 of the TRPA Code of Ordinances. Following each finding, Agency staff has indicated if there is sufficient evidence contained in the record to make the applicable findings or has briefly summarized the evidence on which the finding can be made.

1. Chapter 6.3.a – Required Findings:

   a. The project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code and other TRPA plans and programs.

      Land Use: The Lower Blackwood Creek Restoration Project area lies within the Blackwood Plan Area Statement, which is designated for conservation. Residential, public service, recreation, and resource management uses, including SEZ restoration, are permissible uses throughout the plan area. Special policies identified for this plan area are (1) management activities that restore disturbed areas and improve vegetative cover should be emphasized; and (2) Blackwood Creek should be stabilized and other instream programs to minimize erosion and scouring should be performed. The project is designed to have no net change in existing uses within the project area. The project would effectively implement goals and policies of the TRPA Regional Plan. Specifically, the proposed project would partially implement several Environmental Improvement Program (EIP) projects (EIP Projects 606, 657, and 883). In addition, the project would be consistent with specific policies and planning considerations of PAS 162 that address the importance of restoring Blackwood Creek. Therefore this project, as conditioned in the Draft Permit, is consistent with the Regional Plan and will not adversely affect implementation of Land Use or implementation of sub-elements of the Regional Plan.

      Transportation: This project will not adversely affect implementation of the Transportation Element of the Regional Plan. The project is designed to have no net change in existing uses and public access within the project area. Although project uses would not result in significant traffic impacts or additional Daily Vehicle Trip Ends (DVTE) after construction, additional DVTE would be generated on a short-term basis during project construction. Implementation of a Traffic Management Plan that

addresses construction traffic, parking, and emergency access will mitigate potential short term effects.

Conservation: Construction of this project will result in stream environment zone restoration and aquatic habitat enhancement consistent with the TRPA Goals and Policies. This project will benefit implementation of the Conservation Element of the Regional Plan in a high priority watershed. Stream restoration will be constructed to reduce existing soil erosion and improve bank stability and floodplain connectivity to reduce future soil erosion. The project will benefit water quality control by reducing the fine sediment contribution from Blackwood Creek, a high priority source. No negative impacts to cultural or historic resources area are expected. Although Northern goshawk, a TRPA sensitive species, occurs in the project vicinity, implementation of mitigation measures that include protocol surveys and avoidance will minimize potential effects on this species. Project design features will enhance SEZ resources and aquatic and riparian habitats that support waterfowl, fish, amphibians and other aquatic species. Construction techniques include controlling the introduction and spread of noxious weeds and minimizing vegetation disturbance. Reestablishment of native vegetation on all bare ground will minimize weed infestation. Possible impacts to scenic views from Highway 89 will be minimized through project design that mimics the natural forested conditions.

Recreation: Construction of this project will result in high quality recreation experiences and access. This project supports sustainable access to Blackwood Creek and Eagle Rock by decommissioning trails and directing hikers to a single existing trail with erosion control measures. Creek restoration and improvements in channel complexity will increase available habitat for native and sport fisheries. The project is design to have no net change in existing recreational uses and public access within the project area.

Public Service and Facilities: This project will not affect public services or facilities. The project is design to have no net change in existing public services and access within the project area.

Implementation: This project will not affect the Implementation Element of the Regional Plan.

b. The project will not cause the environmental threshold carrying capacities to be exceeded.

TRPA staff has reviewed the "Initial Environmental Checklist" prepared by AECOM and Northwest Hydraulic Consultants, and Article (V)g "Findings" in accordance with Chapter 6, Subsection 6.3.B of the TRPA Code of Ordinances. All responses contained on the checklist indicate compliance with the environmental threshold carrying capacities. A copy of the completed (V)g checklist and Combined Environmental Document will be made available at the Governing Board hearing and at TRPA.

c. Wherever federal, state or local air and water quality standards applicable for the Region, whichever are strictest, must be attained and maintained pursuant to Article V (g) of the TRPA Compact, the project meets or exceeds such standards.

(Refer to paragraph b, above)

2. Chapter 28.3.B(4) – Prohibition of Additional Development, Grading, and Filling of Lands Within the 100-Year Flood Plain

Water Quality Control Facilities:

a. The project, program or facility is necessary for environmental protection;

See response to finding 1.a. above.

b. There is no reasonable alternative which reduces the extent of encroachment in the flood plain; and

Due to the nature of the creek restoration project, the entire project area is located within the flood plain and no alternative that would avoid grading in the flood plain would achieve the same level of environmental protection. Construction staging and parking areas have been located outside of the SEZ or setback from the stream channel to the greatest distance feasible.

c. Impacts are fully mitigated and, if applicable, transferred coverage requirements pursuant to 20.3.C(2)(e) are met.

Impacts to the flood plain will be mitigated through best management practices, restoration of 1,200 linear feet of existing stream channel, enhancements to riparian and aquatic habitat, and increased flood plain

connectivity to the wetted channel. No coverage transfers are proposed as part of the project.

3. Chapter 71.3.A – Tree Removal; General Standards

   a. Before tree-related projects and activities are approved by TRPA, TRPA shall find, based on a report from a qualified forester, that the project or activity is consistent with this chapter and Code.

      The project is consistent with Chapter 71 of the TRPA Code of Ordinances. The proposed project will remove _ trees greater than 14 inches diameter at breast height (dbh) have been identified for removal. An additional _ trees greater than 14 dbh will be avoided but may be damaged during construction due to close proximity to the construction boundary.

4. Chapter 79.2.B – Fish Habitat Protection; Stream Habitat

   a. Artificial modifications to stream channels, or other projects, activities, or uses in stream environment zones that may physically alter the natural characteristics of the stream, shall not be permitted unless TRPA finds that such actions avoid significant adverse impacts to the fishery or are otherwise allowed under the Code.

      The project entails modifications to the stream channel and SEZ that physically alter the existing characteristics of the stream; however, the project is design to replace natural stream characteristics and alleviate historic disturbances to the stream channel. Adverse impacts to fisheries will be avoided and mitigated through implementation of a fish rescue and recovery effort prior to and coordinated with channel dewatering and through on-site enhancements to stream habitat characteristics that support local fisheries.

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Attachment B
01/18/12

DRAFT PERMIT

PROJECT DESCRIPTION: Lower Blackwood Creek Restoration Project (EIP #606, 657, 883)

FILE #: EIPC2008-0039 TRPA PROJECT NUMBER: 530-101-00

PERMITTEE(S): California Tahoe Conservancy

COUNTY/LOCATION: The project is located near Tahoe Pines along Blackwood Creek immediately west of Highway 89 in Placer County, California.

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on January 25, 2012 subject to the Standard Conditions of Approval attached hereto (Attachment Q) and the special conditions found in this permit.

This permit shall expire on January 25, 2015 without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action that delayed or rendered impossible the diligent pursuit of the permit.

NO CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

(1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;

(2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT; AND,

(3) A TRPA PREGRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND THE CONTRACTOR, AND A CONSTRUCTION SCHEDULE SUBMITTED.

_____ _____

TRPA Executive Director/Designee Date

PERMITTEE'S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s) _____ Date_____

TRPA PROJECT NUMBER 530-101-00
FILE NO. EIPC2008-0039

Security Posted: N/A EIP Project # 606, 657, 883

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date:

_____ _____
TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This permit specifically authorizes the California Tahoe Conservancy (CTC) to construct a stream restoration project along Lower Blackwood Creek. The project involves the temporary dewatering and restoration of 1,200 linear feet of the existing stream channel. Construction and revegetation will be completed within a construction interval of one to two years; however, irrigation will continue for an additional three years. This permit specifically references plans received by TRPA dated October 21, 2011, the draft SWPPP dated September 2011, and a draft dewatering plan dated November 3, 2011.

2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit.

3. All construction details, best management practices, design features or mitigation measures outlined in the combined environmental document, (Mitigated Negative Declaration (CEQA), the Environmental Checklist (TRPA), and the Environmental Assessment (NEPA)) are required whether or not explicitly discussed in this permit.

4. Prior to permit acknowledgement, the following conditions of approval must be satisfied.

   A. The project plans and/or specifications shall be revised to include:

      i. Identification of construction equipment staging, material storage areas, and employee parking areas. These areas shall be restricted to previously disturbed areas wherever feasible.

      ii. Designation of all of construction equipment staging, material storage areas, employee parking areas, and construction access routes as temporary features that will be removed and restored before project completion.

iii. Critical control point procedures to prevent the introduction or spread of noxious invasive weeds.

B. The permittee shall submit to TRPA a noxious weed risk assessment and prevention plan. The plan shall identify potential risks and vectors for noxious weed introduction, such as imported fill material, and recommend measures to prevent or remove potential introductions.

C. The permittee shall submit to TRPA a final de-watering plan.

D. The permittee shall submit to TRPA a final SWPPP.

E. The permittee shall submit to TRPA three (3) sets of the final revised plans.

5. The permittee shall submit to TRPA a construction schedule prior to commencement of construction. The construction schedule shall identify dates for the following:

- When installation of temporary erosion control structures will occur;
- When construction spoils and debris will be removed;
- When fish rescue and relocation efforts will occur;
- When channel de-watering will be initiated;
- When construction will be completed;
- When restoration of staging areas will occur (within 30 days of project finish, staging areas shall be fully restored, mulched, and re-seeded);
- The estimated date for when the final inspection by TRPA Environmental Compliance staff will take place to ensure that all conditions of project approval have been satisfied.

6. **An onsite inspection by TRPA staff is required prior to any construction or grading activity.** TRPA staff shall determine if the temporary BMPs required by Attachment Q (Standard Conditions of Approval) have been properly installed. No grading or construction shall commence until TRPA pre-grade conditions of approval are met.

7. The permittee shall obtain permission from the California Department of Transportation (CalTrans) prior to commencement of construction within the CalTrans Right-of- Way.

8. No new coverage shall be created as a result of this permit. This permit does not authorize the removal or banking of existing coverage. All changes to existing coverage will require a separate permit.

9. All vegetated areas disturbed by construction, including temporary staging areas and access routes, shall be re-vegetated in accordance with the TRPA Handbook of Best Management Practices.

10. The permittee shall be responsible for ensuring that all temporary BMPs are constructed as directed by the TRPA Project Manager or Environmental Compliance Inspector. All temporary BMPs will be removed upon project completion.

11. All trees within areas of construction not shown to be removed or otherwise affected shall be protected from damage during construction. The TRPA Project Manager reserves the right to inspect proposed tree removal. In no case shall any additional trees be removed without approval of the TRPA. The CTC Project Manager will coordinate with the TRPA Project Manager for approval of any additional trees to be removed during the course of construction.

12. All construction equipment working in or near Stream Environment Zones (SEZ) must be cleaned prior to mobilization at the project site and maintained in clean and good working order with maintenance logs made available to TRPA at their request.

13. If artifacts, archaeological soils, or unusual amounts of bone or shell are uncovered during the construction activities, all work in the area will be stopped and a qualified archeologist will be immediately contacted for on-site consultation.

14. Vegetation shall not be disturbed, injured or removed except in accordance with the TRPA Code or the conditions of project approval. All trees, major roots, and other vegetation, not specifically designated or approved for removal shall be protected according to methods approved by TRPA. All vegetation outside the construction site/project area boundary shall not be disturbed.

15. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.

16. Any modifications to the TRPA approved plans shall be submitted to TRPA for review and approval.

17. Any normal construction activities creating noise in excess to the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

18. Grading is prohibited any time of the year during periods of precipitation and for the resulting period of time when the site is covered with snow, or is in a saturated, muddy, or instable conditions (pursuant to Subsection 64.2.C of the TRPA Code of Ordinances).

19. This site shall be winterized in accordance with the provisions of Attachment Q by **October 15th** of each construction season. All disturbed areas shall be stabilized with approved temporary BMPs.

END OF PERMIT

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MITIGATED FINDING OF NO SIGNIFICANT EFFECT

PROJECT DESCRIPTION: Lower Blackwood Creek Restoration Project (EIP #606, 657, 883)

TRPA PROJECT NUMBER: 530-101-00 FILE #: EIPC2008-0039

PERMITTEE(S): California Tahoe Conservancy

COUNTY/LOCATION: Placer / Tahoe Pines; Blackwood Creek west of Highway 89

Staff Analysis: In accordance with Article IV of the Tahoe Regional Planning Compact, as amended, and Section 6.3 of the TRPA Rules and Regulations of Practice and Procedure, the TRPA staff has reviewed the information submitted with the subject project. On the basis of this initial environmental evaluation, Agency staff has found that the subject project will not have a significant effect on the environment.

Determination: Based on the above-stated finding, the subject project is conditionally exempt from the requirement to prepare an Environmental Impact Statement. The conditions of this exemption are the conditions of permit approval.

_____ _____

TRPA Chairman or Executive Director Date

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MEMORANDUM

Date: January 18, 2012

To: TRPA Governing Board

From: TRPA Staff

Subject: Regional Transportation Overview

Proposed Action: No formal action is proposed for this item at this time. Transportation Staff will be providing a brief presentation on the regional transportation planning.

Background: A regional approach to transportation planning is vastly important for setting regional direction through transportation goals and policies, and coordinating the delivery of improvements toward those goals. With the multitude of transportation providers and implementers at Lake Tahoe, it is only through partnerships and coordination that we are able to realize an efficient regional transportation system. Through the Tahoe Regional Planning Compact and other State and Federal authorities, the Lake Tahoe Region utilizes multiple mechanisms to bring resources and support to seamlessly achieve transportation goals.

Transportation staff will be providing a presentation with additional information regarding the regional transportation planning program at the January 25, 2012 Governing Board meeting for consideration and discussion.

Contact Information: If you have any questions, please contact Nick Haven at nhaven@trpa.org or 775-589-5256.

NH/jw

AGENDA ITEM: VII.A.

TAHOE REGIONAL PLANNING AGENCY

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MEMORANDUM

Date: January 18, 2012

To: TRPA Governing Board

From: TRPA Staff

Subject: 2011 Aquatic Invasive Species (AIS) Work Program Review – Accomplishments, Lessons Learned and Plans for the Future

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Requested Action: Staff is not requesting a formal action from the Governing Board on this item. Staff is proposing to brief the Board on the accomplishments of the 2011 Lake Tahoe AIS program and lessons learned this year.

Staff Recommendation: Staff recommends that the Governing Board provide comments and direction to the Executive Director related the Lake Tahoe AIS program.

Project Description/Background: The Lake Tahoe AIS program in 2011 implemented projects related to the control, monitoring, and prevention of AIS in the Tahoe Region. The presentation staff is proposing to give will cover a general review of the structure of the Lake Tahoe AIS program, a review of accomplishments and lessons learned in 2011.

The accomplishments of the program in the areas of control, monitoring, and prevention will be highlighted along with specific issues that were identified during implementation. Staff will also propose organizational and policy changes that resolve those specific issues raised during implementation.

Staff will also present any input received regarding the program from the TRPA Advisory Planning Commission during the January meeting of the Commission.

Contact Information: If you have any questions, please contact Ted Thayer, Aquatic Invasive Species Program Manager at tthayer@trpa.org or 755-589-5301.

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MEMORANDUM

Date: January 18, 2012

To: TRPA Governing Board

From: TRPA Staff

Subject: Review and Approval of Proposed 2012 Watercraft Inspection Fees

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Requested Action: Governing Board adoption of the attached Resolution (Attachment A) containing amendments to the Watercraft Inspection fee.

Required Motion: Staff recommends that the Governing Board adopt the proposed Resolution (Attachment A).

APC Recommendation: The APC was not asked to make a recommendation on this resolution; however the proposed fees were presented to the APC for their input and suggestions. Multiple members of the APC stated that having a separate decontamination fee made the fee structure more equitable and suggested that no increase for the sticker, with a decontamination fee, should be included as an alternative. Staff will have the details of this option available at the Governing Board Meeting.

Required Motion: In order to adopt the proposed Resolution (Attachment A) the Board must make the following motion:

1. A motion to adopt the proposed Resolution (Attachment A) approving the Watercraft Inspection Fee structure.

In order for the motion to pass, an affirmative vote of any 8 members of the Board is required.

Project Description/Background: The Aquatic Invasive Species (AIS) Watercraft Inspection Program (WIP) was initiated to prevent the introduction and spread of AIS into the waters of the Lake Tahoe Region, and to facilitate compliance with TRPA Code of Ordinances Section 79.3. This Code Section was amended in March 2009 and again in April 2011 to allow the collection of fees to contribute to a long term funding source for the AIS inspection program. The present fee structure was approved in April 2011, to be

effective from May 1, 2011 through April 30, 2012. The WIP involves two types of stickers – one for boats that are exclusively used on Lake Tahoe ("Tahoe Only") and the other for boats that go to other bodies of water as well as Tahoe ("Tahoe In and Out"). In addition, it also allows for a seven day pass and a reduced rate.

In response to input from the year round boating community the fee structure is proposed to be amended early in 2012 to change future effective dates to match the calendar year in order to simplify the annual fee periods.

The proposed fee structure will provide partial funding for the implementation of watercraft inspections while being effective, equitable and more understandable to the public. The staff proposed fees for 2012 and the 2011 fees are shown below. There is a decrease in the budget for 2012; from $1.9 million in 2011 to $1.5 million in 2012 due mainly to the capital costs that were incurred in 2011 for additional decontamination equipment that will not be required in 2012.

Alternative fee schedules were presented and discussed at the APC meeting on January 11, 2012. The alternatives considered ranges from no changes to the current fee structure to a large increase in fees in all categories and additional decontamination fees. The proposed fee schedule, should it be approved, would be implemented for the calendar year 2012 and will be reviewed again at the end of 2012 for the 2013 season. Staff is proposing a grace period with the change in effective dates of the fees such that boaters with current 2011 stickers will be able to launch without purchasing a 2012 sticker until April 30, 2012.

As in previous years, the program utilizes two types of stickers for boaters that are essentially yearly passes, plus the Seven Day Pass. Staff is not proposing that this basic structure be changed in 2012, as data collected during the 2011 season has verified that the current two sticker (and Seven Day Pass) system and current length based structure for inspections is both effective and equitable.

Staff is proposing two changes for the 2012 watercraft inspection fees. The first change is an increase of approximately 15% in the basic inspection fee for all boats not currently sealed as last launching in Lake Tahoe and therefore requiring an AIS inspection and a Tahoe In & Out sticker. Personal watercraft, e.g. jet skis, are the exception to this increase and will see a decrease of 22%. The second change proposed by staff is to charge a $25 fee for each decontamination performed. Personal watercraft were charged a higher fee in 2011 due to the nature of their systems, which are more complicated to decontaminate, although not more difficult to inspect. Assuming the proposed fee structure is approved, it is not necessary to have a fee for a complicated decontamination as the decontamination fee would be separate. Since the inspection of personal watercraft is no more difficult than that of a boat of similar size, staff thought it only fair to reduce the cost of the inspection to make it equivalent to the smallest boat category.

In 2011 the WIP performed approximately 4,800 decontaminations, or approximately 62% of all boats inspected, the vast majority of these decontaminations were included as part of the basic yearly sticker fee. This level of effort is not sustainable under the current fee amounts and a separate decontamination charge is recommended to support this effort. In addition, it is likely that a decontamination charge will encourage boaters to come to the inspection station "Clean, Drained and Dry" therefore reducing the number of decontaminations required and program costs.

Staff is proposing these changes to the fees in part to increase the percentage of the program costs that are covered by the inspection fee from 29% in 2011 to 47% in 2012. This increase in the percentage of program costs covered by fees is needed to decrease the percentage of the program funded through the Southern Nevada Public Land Management Act (SNPLMA). The current SNPLMA award to the AIS Program is the last that we will likely receive as this funding source is going away. By increasing the share of the costs covered by the fee, it allows a greater proportion of the current SNPLMA funding to be continued into calendar year 2013. By spreading the SNPLMA funds into 2013 it will allow staff a greater opportunity to develop a long term benefit based finance plan and acquire alternate sources of funding. This long term strategy will help prevent a large decrease in availability of inspections or a large increase in inspection fees in 2013. While some reduction in the funding for AIS control work in 2012 is likely to support this strategy, should fees not be increased this would result in greater impacts to the amount of AIS control work in 2012, and/or the potential for a large reduction in services and a greater jump in fees being required in 2013.

Issues/Concerns: Staff vetted the project description and fee table for the proposed fee changes with private and public launch facilities and the Lake Tahoe Aquatic Invasive Species Coordination Committee. While this was not an exhaustive list of stakeholders and partners, communication regarding the proposed fees will continue through the date of the January Governing Board meeting.

While fee increases are not generally looked upon favorably by stakeholders, in this case there was unanimous understanding by those that staff has contacted of the need to increase revenue due to the pending decrease in federal funding (SNPLMA). Two specific issues with the proposed fees were raised. Those issues and responses are shown below:

- The Tahoe In and Out fees should not be increased, but rather the additional revenue should be generated from those boaters that do not come to the ramps/inspection stations clean, drained and dry.
    - This issue was also raised by the APC. Staff acknowledges that the largest cost to the program is the number of decontaminations performed. The charging of a separate decontamination fee reflects this reality. However, staff has determined that to reach

the current projected revenue by decontamination fees alone would increase those fees to a point that they could adversely affect the number of boats coming to Tahoe. Further, staff supports the increase to the In & Out sticker fee in order to cover the costs associated with maintaining convenient access to inspections and decontaminations. This proposed change to the fee structure will be presented as an alternative during the presentation.

- Ongoing costs of decontamination equipment maintenance replacement should be considered, and reflected in the increased fees for decontamination.
    - Staff includes in the yearly budget projection maintenance costs for all decontamination units. It is not likely that the addition of replacement costs will influence the proposed fees for 2012, but will influence the long term funding of the program.

Regional Plan Compliance: The proposed action complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances, including all required findings in Chapters 6 of the TRPA Code of Ordinances.

Contact Information: If you have any questions, please contact Dennis Zabaglo, Watercraft Program Manager at dzabaglo@trpa.org or 775-589-5255.

Attachments:
Attachment A - Resolution
Attachment A, Exhibit 1 - Staff Proposed Fee Table

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION 2012 –
RESOLUTION AMENDING THE WATERCRAFT INSPECTION FEE
AMOUNT AND STRUCTURE, EFFECTIVE FEBRUARY 2012 THROUGH JANUARY 2013

WHEREAS, the introduction of aquatic invasive species such as quagga and zebra mussels pose a threat to the integrity of the Lake Tahoe Region's ecosystem, recreation, water purveyance systems and economy in general, and

WHEREAS, Section 79.3.B of the TRPA Code of Ordinances as amended April 2011 requires that an owner and/or operator of a Boat Ramp (excluding Marine Railway Systems) or other Boat Launch Facility shall close any ramp or facility if the provisions of Subparagraphs 79.3.B(1)-(3) are not met in order to prevent the launching of motorized watercraft, and

WHEREAS, Section 79.3.B of the TRPA Code of Ordinances as amended April 2011 further requires that all motorized Watercraft shall be inspected by TRPA or its designee prior to launching into the waters of the Lake Tahoe Region to detect the presence, and prevent the introduction of, Aquatic Invasive Species, and

WHEREAS, Section 79.3.B of the TRPA Code of Ordinances as amended April 2011 further requires that all Watercraft inspected pursuant to Subparagraph 79.3.B(1) shall be subject to decontamination if determined necessary by the TRPA or its designee, and

WHEREAS, Section 79.3.B of the TRPA Code of Ordinances as amended April 2011 further states that Inspections and decontaminations performed pursuant to Section 79.3 are subject to a fee related to the costs of performing such services and other Watercraft inspection program costs, and

WHEREAS, Section 79.3.B of the TRPA Code of Ordinances as amended April 2011 further states that the TRPA Governing Board will review and approve the fee amount and structure annually, and

WHEREAS, during the April 2011 Board meeting, the TRPA Governing Board adopted Resolution 2011-07 making watercraft subject to a fee for inspection, decontamination and other program costs, and

WHEREAS, the Watercraft Inspection plan for 2012 requires a combination of federal and private funding currently estimated at $1,555,000 to inspect and decontaminate motorized watercraft, and

WHEREAS, federal funding has been secured to support aquatic invasive species inspections for 2012, and

WHEREAS, the Governing Board of the Tahoe Regional Planning Agency on September 24, 2008 directed staff to bring to the Board for consideration an equitable fee structure, and

NOW, THEREFORE BE IT RESOLVED by the Governing Board of the Tahoe Regional Planning Agency that the amount and structure of the aquatic invasive species inspection fee effective February, 2012 through January 2013 be amended as shown in Exhibit 1; (Attached);

PASSED AND ADOPTED BY THE GOVERNING BOARD OF THE TAHOE REGIONAL PLANNING AGENCY AT ITS REGULAR MEETING HELD ON the 25th of JANUARY 2012 BY THE FOLLOWING VOTE:

Ayes:

Nays:

Abstain:

Absent:

_____

Norma Santiago, Chair
Tahoe Regional Planning Agency
Governing Board

DMZ/tkd

Attachment A, Exhibit 1

Staff Proposed Fees for 2012 Boating Season (effective February 1, 2012 through January 31, 2013)

Tahoe Only Stickers	**Proposed Fee Amount**	***2011 Fee Amount***	**Total Anticipated Funding (2012):**
All Sealed Vessels	$30.00	*$30.00*	**$201,330**
Tahoe In & Out Stickers	**Proposed Fee Amount**	***2011 Fee Amount***	**Total Anticipated Funding (2012):**
Personal Watercraft (PWC)	$35.00	*$45.00*	$24,360
Vessels 0.1 ft. - 17.0 ft.	$35.00	*$30.00*	$12,215
Vessels 17.1 ft. - 21.0 ft.	$75.00	*$65.00*	$134,325
Vessels 21.1 ft. - 26.0 ft.	$86.00	*$75.00*	$99,932
Vessels 26.1 ft. - 39.0 ft.	$98.00	*$85.00*	$19,012
Vessels 39.1 ft. and Greater	$121.00	*$105.00*	$968
*** Tahoe In & Out Stickers include unlimited inspections			**$290,812**
*** Additional decontamination fees may apply see below *(2011 included unlimited decontaminations)*			
Seven Day Passes	**Proposed Fee Amount**	***2011 Fee Amount***	**Total Anticipated Funding (2012):**
Personal Watercraft (PWC)	$33.00	*$25.00*	$19,767
Vessels 0.1 ft. - 17.0 ft.	$33.00	*$10.00*	$7,293
Vessels 17.1 ft. - 21.0 ft.	$55.00	*$45.00*	$66,440
Vessels 21.1 ft. - 26.0 ft.	$66.00	*$55.00*	$36,828
Vessels 26.1 ft. - 39.0 ft.	$78.00	*$65.00*	$4,290
Vessels 39.1 ft. and Greater	$101.00	*$85.00*	$101
*** Seven Day Passes include one inspection and seven days of launches.			**$134,719**
*** Additional decontamination fees may apply see below *(2011 included one decontamination)*			
Upgrades from Tahoe Only to Tahoe In & Out	**Proposed Fee Amount**	***2011 Fee Amount***	**Total Anticipated Funding (2012):**
Personal Watercraft (PWC)	$5.00	*$15.00*	$60
Vessels 0.1 ft. - 17.0 ft.	$5.00	*$10.00*	$100
Vessels 17.1 ft. - 21.0 ft.	$45.00	*$35.00*	$1,935
Vessels 21.1 ft. - 26.0 ft.	$56.00	*$45.00*	$1,176
Vessels 26.1 ft. - 39.0 ft.	$68.00	*$55.00*	$68
Vessels 39.1 ft. and Greater	$91.00	*$75.00*	$364
			$3,703
Decontamination Fees	**Proposed Fee Amount**	***2011 Fee Amount***	**Total Anticipated Funding (2012):**
All vessels requiring decontamination	$25.00	*$0.00*	$95,000
Vessels with ballast systems	Additional $10.00	*Additional $30.00*	$8,000
GRAND TOTAL - ALL FEES 2012			**$733,564**
TOTAL PROPOSED BUDGET FOR 2012 WATERCRAFT INSPECTION PROGRAM			**$1,555,000**

DMZ/tkd

AGENDA ITEM NO. VIII.A.